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STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York, Saturday, December 1, 1866.

### Our Coal Supply.—New Avenues to the Anthracite Region.

The coal fields of the United States extend over an area of one hundred and forty-six thousand square miles—those of Great Britain about twelve thousand square miles. The amount of coal mined in the United States in 1865 was seventeen and a half million tons, which will be increased this year to upwards of twenty million tons. The mines of Great Britain produced in 1865, ninety-eight million tons. Those facts, in contrast, forcibly illustrate the inexhaustible resources of the United States, and indicate a future of almost fabulous National wealth; but at the same time it is too apparent to be denied, that notwithstanding the very great advantages of the rarest facilities in mining, and close proximity to the great tide water markets, the development of these vast fields has not kept pace with the internal improvement and manufacturing progress of the country. The reason for this has been the prevalence for many years, particularly in the principal anthracite producing sections, of a most pernicious system by which the chief transporting companies and a few strong operators, who are both miners and dealers in coal have been enabled to take and keep the control of the market; regu-

lating prices by an increased or diminished supply, and advances in the rates of transportation to meet their purposes. The natural tendency of such a system is to crush out all true enterprise, while it is the direct source of all those troubles and difficulties so constantly occurring in those regions where by its practice the trade is rendered uncertain, and the living of the miner precarious. It yields immense profits to transporting companies, but its influence on the trade is unnatural and disastrous, checking the growth of manufacturing industry and imposing upon all classes of the community an onerous and needless tax. When, as within the last two years, we see the iron mills and furnaces on the Lehigh and along the Schuylkill, with the means of both rail and water transportation, absolutely suspending operations in consequence of the heavy cost of fuel, we realize that there are evils which even tariffs will not correct; that competition in coal transportation is as necessary as in mining, and that we must look to new avenues to secure for our manufacturers, our steam marine, and all classes of consumers the full benefits of a constant and ample supply of cheap fuel.

The principal coal producing State is Pennsylvania, and her mines as well from their advantageous location as their prolific and practically inexhaustible character, must continue to be drawn upon for many years to come for the chief supply of the seaboard markets. The great anthracite field, indeed, lying east of the Susquehanna, is almost an appendage of our metropolis, while new routes of transportation will in a very short time bring to us the soft coals of the Broad Top and Allegheny regions at greatly diminished cost. The first shipments from the Lehigh region were made in 1820, in which year three hundred and sixty-five tons were sent to market. The Schuylkill Canal was opened two years later, and in 1829 the Delaware and Hudson Canal. In 1830 the supply had increased to 174,734 tons; in 1840 to 841,584 tons; in 1850 to 3,177,537 tons, and in 1860 to 8,151,567 tons. The total supply of anthracite in 1865 from the Schuylkill, Lehigh and Wyoming regions was 9,488,396 tons, being half a million tons less than the previous year. The yield of semi-anthracite from the Broad Top and Susquehanna River regions was 479,991 tons,

and of bituminous from the Allegheny and other regions 3,679,632 tons. The product of hard and soft coal in all the States in 1865, was as follows:

	Tons.
Pennsylvania.....	13,648,019
Ohio.....	1,440,159
Illinois.....	1,160,622
Maryland.....	908,495
West Virginia.....	279,843
Indiana.....	158,488
Kentucky.....	91,113
Missouri.....	87,072
Iowa.....	62,508
California.....	32,877
Virginia.....	30,958
Washington.....	19,214
Michigan.....	17,097
Tennessee.....	13,662
Rhode Island.....	8,060
Oregon.....	2,048
Kansas.....	1,913
Utah.....	817

The product of the various regions of Pennsylvania was as follows:

	Tons.
Schuylkill Region, (Anthracite).....	3,735,802
Lehigh ".....	2,040,913
Wyoming ".....	3,254,519
Shamokin ".....	457,162
Broad Top " (Semi-anthracite).....	315,996
Treverton ".....	153,995
Allegheny " (Bituminous).....	2,897,000
Mercer ".....	288,000
Blossburg ".....	394,682
Ridgway ".....	100,000

Of the total supply of anthracite coal in 1865, upwards of two million tons were consumed on the lines of the different avenues to tide water. There were sent to New York and Elizabethport 3,400,000 tons; to Philadelphia 988,219 tons, exclusive of 2,051,202 tons left at Richmond by the Reading Railroad. The Delaware and Lackawanna road sent 125,000 tons to Syracuse, and 41,000 tons to Ithaca, and the Pennsylvania Coal Company 580,000 tons to Newburg by rail. Of the bituminous coal of the Allegheny region 1,200,000 tons were sent down the Ohio, a million tons were taken for local consumption, and the balance sent east. The product of the Mercer mines was chiefly consumed at Erie, Buffalo and Cleveland. The mines on the Philadelphia and Erie road were but partially worked, and their product was chiefly consumed on the line of that road.

The annual increase in the supply, even within the last five years, has scarcely averaged half a million tons, including both hard and soft coal, whereas the condition of the market has been such as to fully warrant an annual addition of a million and a half tons at least, without incurring the risk of ruinous prices. The indications are, indeed, that the increase the present year will even exceed two million tons, and yet there is no where a surplus stock, or any likelihood that prices the coming winter will be materially lower than those of last. Cheap fuel is a great desideratum to the communities of our cities and manufacturing towns, and in the present state of industrial enterprise, an increase henceforward of two million tons annually will no more than insure an adequate supply, since cheapness, that is to say, a uniform rate of from four to five dollars per ton, would greatly stimulate consumption. Nor is it likely that much higher rates than these are to prevail for the future. The various lines of railroads and canals penetrating the coal regions of Pennsylvania are all preparing for increased business. The Delaware and Hudson Canal Company have perfected arrangements for rail communication with their mines; the Lehigh Navigation Company have added to their water transportation facilities by leasing the Delaware Division Canal, and are at the same time pushing their road west to the Susquehanna, and east to the Delaware; the Lehigh Valley Railroad Company are also extending their road into the Wyoming Region, and various other roads are projected, looking to the opening of new mines and new markets. In the meantime the supply of soft coal from the Allegheny Region over the Pennsylvania Railroad is steadily on the increase, amounting the present year to nearly a million and a half tons; the Philadelphia and Erie road is carrying both east and west large quantities of coal from the prolific fields through which that road runs for a hundred miles; the enlargement of the Pennsylvania Canal is in vigorous progress, and in connection with the enlargement of the Union Canal from the Susquehanna River to the Schuylkill Canal at Reading will complete a direct line of water communication between the semi-anthracite mines of the Broad Top region and tide water on the Delaware.

In addition to these various enterprises, all of which are important, a number of influential capitalists of this city and Philadelphia, having large interests in the Schuylkill and Wyoming Regions, have projected a scheme that under wise direction is likely very early to assume commanding magnitude, and to exercise a powerful influence in the development of the whole anthracite region. In view of the monopoly maintained by existing coal carrying companies, and its injurious influence on mining enterprise and the growth of the trade, the Pennsylvania Legislature at its last session chartered a company known as the Manufacturers' and Consumers' Anthracite Railroad Company, with authority to construct an additional line of road between Philadelphia and the Schuylkill Region, with a branch by the most feasible route from a point near the head of the Schuylkill Valley to the Delaware River, and thence to this city. During the summer the whole ground has been carefully examined by experienced and competent engineers, and at recent

conferences the projectors of the enterprise have expressed the utmost gratification at the character of their reports. From Philadelphia it is believed a route can be secured scarcely less favorable for coal transportation than even the Reading road, and but a very few miles greater in extent, while the route to the Delaware lies nearly in a straight line, and is unexpectedly free from heavy gradients. The charter of the company authorizes the use of any existing road as a part of the main line, if desirable, and the plan of the enterprise as now contemplated comprehends, through the combination of existing interests, as far as may be, a great line northward from Philadelphia through the Lehigh and Wyoming Regions to Middle and Western New York, intersected in the vicinity of Perryville on the Lehigh by an air line from this city, and extending thence down the Schuylkill Valley, thus opening the whole region east of the Susquehanna both to this city and Philadelphia by routes that will defy competition.

The details of the plan of operations embraces an immense and perfectly appointed shipping depot in the vicinity of this city, and another of like character on the Delaware adjacent to League Island, the latter to be reached from above Philadelphia by the Connecting Railroad now in course of construction and extensions of the Pennsylvania Railroad below the city. The peculiar advantages of such a depot, should League Island be selected as the site for a national naval station for the construction of iron vessels of war, would be very great if only with respect to the requirements of the Government in receiving its supplies of coal and iron; but there are other considerations making the location specially desirable. It is at a point on the Delaware that is almost wholly free from ice during the winter, when the Reading Railroad wharves at Richmond are inaccessible, and moreover, practically has the advantage of a whole day for sea-going colliers over those loading at the Richmond wharves.

The charter of the company is exceedingly liberal in its provisions, and even with a less inviting field of operations the enterprise would attract the investment of capital. As it is, it is in eminently strong and experienced hands, and cannot fail to become the great coal carrier of the country, effectually correcting existing abuses in the carrying trade, and permanently cheapening the price of coal, since the charter limits the charges for transportation to two cents per ton per mile when carried in the cars of operators, and two and a half cents per ton when the cars are provided by the company, being about half the rates heretofore exacted by the monopolists.

#### Eel River Railroad.

This road was projected some years since to run from Logansport, Indiana, through the counties of Cass, Miami, Wabash, Kosciusko, Whitley, Allen, Noble and DeKalb to Butler Station, on the Air Line road, seventy-one miles west of Toledo and three miles west of the Ohio State line. The Logansport *Pharos* says that there is a prospect of its speedy completion. The sum of \$1,500,000 has been borrowed for the construction of the road, and the work is to be prosecuted at once. It will pass through the following places: Logansport, Mexico, Paw Paw, Stockdale, Laketon, Man-

chester, Liberty Mills, Springfield, Columbia City, Auburn, Cherubusco and Butler Station.

#### Burlington and Missouri River Railroad.

The earnings of this road for the years ending April 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers.....	\$146,842 93	\$170,386 54
" freight & express.....	276,503 36	286,181 17
" mails.....	5,982 71	5,377 95
" telegraph.....	1,155 18	2,589 08
" miscellaneous.....	1,621 80	2,260 53
	\$431,605 98	\$466,745 27

#### Expenses, viz:

Track.....	\$34,464 98	\$71,896 15
Bridges.....	15,478 24	41,256 48
Buildings, etc.....	3,596 89	5,996 88
Engines.....	12,023 85	14,027 16
Cars.....	19,418 25	22,644 85
Fuel.....	14,902 93	19,070 73
Oil and waste.....	2,906 39	4,324 61
Station service.....	17,344 53	20,239 66
Train ".....	19,132 42	24,265 02
Wood and water service	4,765 12	5,275 16
Loss and damage.....	3,242 45	3,370 51
General office.....	8,321 55	10,197 30
Boston office.....	3,140 52	3,149 79
Taxes.....	13,726 26	20,183 03
Line expenses.....	3,152 43	1,488 82
Telegraph.....	2,611 14	3,576 49
Permanent improve-		
ment.....	2,218 47	6,552 83
Miscellaneous.....	4,319 35	7,812 64

	\$185,275 38	\$285,328 11
Balance of earnings...	\$246,330 60	\$181,417 16

The ratio of operating expenses to earnings in 1865-'66 is 59.7 per cent., against 42.4 per cent. in 1864-'65. The report says:

The earnings of our road the past year have a little exceeded those of the preceding year, and our operating expenses, owing to the continued high price of labor and materials, have also been greater, as appears from the following comparison:

	Receipts.	Operating	
1866....	\$466,745 27	\$285,328 11	\$181,417 16
1865....	431,605 98	271,259 18	155,346 86

As was foreshadowed in our last Report, the expenditures for renewal of bridges, iron, &c., for the year, have been heavy. But though they were sufficient to exhaust all our net receipts, above interest payments, they could not be deferred, especially as additional business was to come upon the road by its extension.

A year ago we referred to a plan by which the Chicago, Burlington and Quincy Company had offered to aid us in extending our road. By the assistance thus offered, and our land mortgage bonds, we secured means to put the work under contract for fifty-six miles to Chariton, and it is now in progress with a prospect of completion before the first of next January.

The addition of seventy-five per cent. to the mileage of the road, it is expected will increase the earnings proportionally, giving us the year after opening the new road, over \$800,000, which amount we hope to have very soon doubled by the development of the country certain to result from giving it railroad facilities.

We are as unwilling to stop our road at Chariton, as we were to hold up at Ottumwa, and shall certainly go on with it at once if we can get means. Fifty miles further will carry us to the border of our lands granted in aid of construction which lie on both sides of the road the remaining one hundred miles to the Missouri River.

These lands have been but of little value while distant from communication by railroad with the rest of the world. The extension of the road through them will render them desirable for settlement as they are fertile and well watered, and will at once give them a market value. As these lands are held for a sinking fund to pay off the



land bonds, and are believed to be ample for retiring the whole amount to be issued under the mortgage, if the road is built through them before they are put upon the market, there is a double motive for going right forward with the road. We make our lands worth enough in a few years to pay off our mortgage, at the same time that we have a road which will, like the Chicago, Burlington and Quincy road increase in value yearly with the development of the country which it serves.

The land grant of our company in Nebraska, for aiding the extension of the road across that territory, to the one hundredth meridian, referred to in our last Report, brings us over three millions of acres, as appears from the report of our agent at Washington. We have too much on our hands in Iowa, just now, to do more than the preliminary work in Nebraska for the present. But though we should like to go on with the Nebraska road at the same time, and have it ready for use when we reach it, any delay which circumstances render unavoidable, will not cause serious inconvenience to us and our eastern connections, or their patrons, owing to a change of route at the east end of the Union Pacific road, which brings it, in its approach to the Missouri River, near Bellevue, within six or eight miles of the terminus of our Iowa road.

At a moderate expense, we can make a temporary connection with that road on terms mutually advantageous, and thus form a direct line from the east as far through toward the Pacific as this Pioneer road, now open one hundred and twenty-five miles, and making rapid progress, shall from time to time to be expended.

The following figures show that we have not sold any of our mortgage bonds yet. All that the mortgage permits us to issue, viz., \$18,000 per mile of road, will be required in construction of the section now under contract.

Our construction account now stands as follows:

On first division, Burlington to Ottumwa .....	\$2,538,033 96
On second division, Ottumwa west .....	457,876 24
On accretions at Burlington, including buildings .....	46,109 30
On equipment .....	173,897 11
	<b>\$3,215,916 61</b>

We obtained our means as follows:

Des Moines County subscription bonds .....	\$150,000 00
Henry " " .....	100,000 00
Jefferson " " .....	15,000 00
Wapello " " .....	18,000 00
City of Burlington " .....	75,000 00
City of Burlington loan bonds to be converted into stock .....	75,000 00
Old individual stock in Iowa .....	71,112 82
New " " .....	1,910 00
New non-resident stock .....	680,546 50
Preferred stock .....	355,235 00

Total stock .....

New land mortgage 7 per cent. bonds on the whole road and lands, due Oct. 1, 1870 .....	\$1,180,950 00
Old 1st mortgage bonds not yet exchanged .....	30,200 00
Old 2d mortgage bonds not yet exchanged .....	77,840 00
Old land mortgage bonds not yet exchanged .....	13,120 00
Convertible bonds to be exchanged for preferred stock, July 1, 1870 .....	600,000 00
	<b>1,902,110 00</b>
Notes payable .....	35 40
Due other roads for tickets sold .....	4,388 36
U. S. taxes reserved .....	391 90
Sundries .....	2,715 02
Unpaid drafts .....	186 49
Income .....	81 16
	<b>\$3,451,712 65</b>

#### Deduct—

Cash on hand .....	\$146,678 55
Bills receivable .....	420 00
Land grant account .....	22,100 26
Do. of Nebraska .....	35 80
Materials .....	51,509 01
Telegraph .....	6,481 63
Nebraska survey .....	8,575 79
	<b>235,796 04</b>
	<b>\$3,215,916 61</b>

Mortgage bonds on the 75 miles of road, under the compromise .....	\$1,351,840 00
Convertible bonds to aid in the extension of the road west from Ottumwa, to be exchanged into preferred stock, July 1, 1870 .....	600,000 00
	<b>\$1,951,840 00</b>

Annual interest, 7 per cent., \$136,628.80.

July 1, 1870, the convertible bonds cease to draw interest.

Other indebtedness:

Notes payable .....	\$35 40
Due other railroad companies .....	4,388 36
Due U. S. Government .....	391 90
Due sundries .....	2,715 02
Coupons—Prior to date of new mortgage, October 1, 1863 .....	814 40
Back interest from August 1, to October 1, 1863, on unexchanged bonds .....	1,440 53
April, 1864; October, 1864; April, 1865; October, 1865; April, 1866; 5 coupons on new unexchanged bonds .....	15,749 65
New mortgage bond coupons not presented .....	1,529 50
Convertible bond coupons not presented .....	255 50
	<b>\$27,320 26</b>

Available means on hand:—

Cash assets .....	\$146,678 55
Notes receivable .....	420 00
7 per cent. land bonds, in exchange for 2d mortgage and land mortgage bonds held by the company .....	78,250 00
Preferred stock .....	29,750 00

#### INCOME ACCOUNT.

Balance from previous year .....	\$77,267 23
Receipts for the year's earnings .....	466,745 27
Receipts for interest .....	16,902 84
	<b>\$560,915 34</b>
Operating, improving and equipping .....	\$449,153 83
Coupon payments .....	111,500 76
Exchange .....	179 59
	<b>560,834 18</b>

Balance carried to new account .....

Our financial statement, which in some of its features had become stereotyped in our reports, is considerably changed in the foregoing, nearly half a million of dollars appearing to construction west of Ottumwa.

The equipment of the road consists of: 11 locomotives, 8 passenger, 5 baggage, and 267 freight, coal, etc., cars. Three locomotives, two baggage and eighty-two freight cars have been added during the year. Number of passengers carried, 83,025; of which 21,224 were through, and 63,801 way. Of the through passengers, 7,676 went east, and 13,548 west. Of the way passengers, 29,886 went east, and 33,914 west. Total mileage of passengers, 3,236,065. Tons of freight moved, 76,820; of which 46,409 were through, and 30,411 way. Of the through freight, 23,249 tons were moved eastward, and 23,160 westward. Of the way freight, 17,245 tons were moved eastward, and 13,166 westward. Total mileage of freight, 4,559,884. Total number of miles run by

traffic trains, 125,325. Total car mileage, 1,262,625.

The receipts and disbursements for the year ending May 1, 1866, were as follows:

Balance as per last report .....	\$80,405 77
Capital stock account .....	3,156 97
Interest account .....	16,902 84
Road earnings account .....	466,745 27
Bond account .....	600,000 00
Unpaid drafts account .....	101 94
Sundries account .....	1,263 81
	<b>\$1,168,576 60</b>
Construction account .....	\$438,540 82
Improvement and equipment account .....	163,825 72
Nebraska survey account .....	1,836 81
Operating account .....	285,328 11
Coupon interest account .....	111,500 76
Exchange account .....	179 59
Bond account, payment of fractions .....	175 00
Preferred stock account, payment of fractions .....	885 00
Land grant account .....	5,809 81
Do. in Nebraska .....	35 80
Telegraph account .....	181 61
Material account .....	9,258 02
Foreign ticket account .....	2,712 41
U. S. Gov. tax account .....	1,633 59
Cash balance .....	146,673 55
	<b>\$1,168,576 60</b>

#### GENERAL BALANCE, APRIL 30, 1866.

Capital stock .....	\$1,111,569 32
Burlington convertible bonds .....	75,000 00
Preferred stock .....	355,235 00
Road bonds .....	121,160 00
New road bonds .....	1,180,950 00
Convertible bonds .....	600,000 00
Notes payable .....	35 40
Unpaid drafts .....	186 49
U. S. Government tax reservations .....	391 90
Foreign ticket account .....	4,388 36
Sundries .....	2,715 02
Income .....	81 16
	<b>\$3,451,712 65</b>

Construction .....	\$3,215,916 61
Telegraph .....	6,481 63
Nebraska survey .....	8,575 79
Land grant .....	22,100 26
Nebraska land grant .....	35 80
Materials .....	51,509 01
Notes receivable .....	420 00
Cash assets .....	146,673 55
	<b>\$3,451,712 65</b>

The Directors chosen at the annual meeting, June, 1866, are:

President.—JAMES F. JOY.

Directors.—Robert B. Forbes, Nathaniel Thayer, John M. Forbes, John W. Brooks, Erastus Corning, James F. Joy, James W. Grimes, Elbridge D. Rand, Robert S. Watson.

Treasurer and Secretary.—JOHN N. DENISON.

Superintendent.—CHARLES E. PERKINS.

Chief Engineer.—H. THIELSEN.

#### Western Union Telegraph.

This company have just opened their newly completed line overland to California, via Denver City, Bridger's Pass, and the overland stage route as now traveled. This line is in addition to the old line via Fort Laramie and the South Pass. The new line is constructed in a superior manner, and there will probably be little future interruption in telegraphic communication with the Pacific. The company have also opened their new line between Salt Lake City and Montana, thus bringing the mining districts of that country into direct communication with the rest of the telegraphic world.

**Liability of Telegraph Co. for Mistake in Message.—Measure of Damages.**

The case of *Rittenhouse vs. The Independent Telegraph Company* will be found of general interest as involving questions of law of the utmost importance both to Telegraph Companies and the public. The case arose in the court of Common Pleas of this city, and was brought to recover of the defendant, a corporation having and controlling a line of telegraph between the city of New York and Washington, D. C., damages for a mistake in a message transmitted over the defendant's line, by the plaintiffs, at Washington, to their brokers, Drexel, Winthrop & Co., at New York.

It was shown on the trial, that on the 14th day of October, 1863; the plaintiffs delivered to the defendant at the office in Washington, the following message, directed to Drexel, Winthrop & Co.:

"If we have any old Southern on hand, sell same before board—buy five Hudson at board—quote price."

"RITTENHOUSE, FANT & Co."

The message received by Drexel, Winthrop & Co., was as follows:

"If we have any old Southern on hand, sell same before board—buy five hundred before board—quote price."

"RITTENHOUSE, FANT & Co."

By an understanding between the plaintiffs and their brokers, the words "old southern" in the message meant Michigan Southern Railroad Stock. The words "five Hudson" meant five hundred shares of Hudson River Railroad Stock; and the word "board" meant the stockbrokers' board in New York. The agents, without suspicion of the error in the telegram, sold all the Michigan Southern of the plaintiffs' before the morning board, and purchased five hundred shares of the Michigan Southern stock at the board for the plaintiffs, at forty-four thousand three hundred and thirty-seven dollars and fifty cents, that being the lowest price for which they could be bought. Immediately after the purchase, the brokers notified the plaintiffs by telegraph, of the purchase, and price. The same day, the plaintiffs directed their brokers, by telegraph, to cancel the erroneous sale and purchase of the Michigan Southern Stock, and to purchase the five hundred shares of Hudson River Stock. The message was received late in the day, and after the board adjourned. The brokers sold on the street, the same afternoon, the five hundred shares of Michigan Southern, for the best price they could obtain, forty-three thousand eight hundred and sixty-two dollars and fifty cents, being four hundred and seventy dollars less than they had to pay for them at the board. They also purchased on the street five hundred shares of the Hudson River Railroad stock, as directed by the plaintiffs, at one hundred and thirty-nine dollars and fifty cents per share, that being the lowest price at which they could be obtained. The lowest price at which the same stock was sold at the morning board on that day was one hundred and thirty-six dollars per share, and the average price was one hundred and thirty-six dollars and seventy-five cents; making a difference between the lowest price at the morning board, and the price paid by the plaintiffs' brokers, on the whole five hundred shares, of one thousand seven hundred and fifty dollars, and a difference between the average price at the morning board,

and the price paid, of one thousand three hundred and seventy-five dollars.

The broker testified that had the correct dispatch been received by him, he would have purchased the five hundred shares of Hudson River stock, for the plaintiffs, at the first board in the morning.

The testimony on behalf of the plaintiffs being closed, the defendant's counsel moved to dismiss the complaint, on the following grounds:

1. That the message as delivered by the defendant to Drexel, Winthrop & Co., was so indefinite and uncertain in its directions to buy, as to put them upon inquiry as to its meaning; which was overruled by the court.

2. That the words five hundred in the connection in which they were used in the message as delivered, conveyed no authority to Drexel, Winthrop & Co., to purchase Michigan Southern Railroad stock; which was overruled by the court, the court deciding that the message as delivered, authorized Drexel, Winthrop & Co. to purchase five hundred shares of Michigan Southern Railroad stock.

3. That the purchase of five hundred shares of Michigan Southern Railroad stock, by Drexel, Winthrop & Co., was not a legitimate consequence or result of the defendant's error in the delivery of the message; which was overruled by the court.

4. That on discovery of the error in the message as delivered after the purchase of Michigan Southern Railroad stock, it was the duty of the plaintiffs, or their agents, Drexel, Winthrop & Co., to notify defendant of the purchase, and give the defendant an opportunity to adopt it, and assume the consequences thereof. The court sustained this point, and held and decided that as no such opportunity was given the defendant, but on the contrary, the plaintiffs sold this said stock without consulting the defendants, the plaintiffs could not recover any loss incurred by such purchase and sale. To this ruling, the plaintiffs' counsel excepted.

5. That the purchase of the Hudson River Railroad stock was a voluntary purchase, made with full knowledge on the part of the plaintiffs of the error in the delivery of the message, and of the market price of said stock, and that the damages alleged and claimed by the plaintiffs to have resulted therefrom, were speculative merely, and did not result from the defendant's error. The court overruled this point, and the defendant's counsel excepted.

6. That the purchase of Hudson River Railroad stock made by Drexel, Winthrop & Co., was not made in accordance with the directions of the plaintiffs, inasmuch as such purchase was not made at the board, and the defendants could not be liable thereon; which was overruled by the court, and the defendant's counsel excepted.

7. That the negligence and carelessness of the plaintiffs and their agents, in misconstruing the telegram contributed to the injury alleged, and the plaintiffs could not recover; which was overruled by the court, and the defendant's counsel excepted.

8. That after the discovery of error, and before purchasing the Hudson River Railroad stock, it was the duty of the plaintiffs to notify the defendant, and having omitted to do so, the plaintiffs

could not recover for the loss on the purchase; which was overruled by the court, and the defendant's counsel excepted.

The court thereupon decided, that the plaintiffs were entitled to recover of the defendant the sum of one thousand three hundred and seventy-five dollars, with interest thereon from the 14th day of October, 1863, amounting in all to the sum of one thousand four hundred and twenty-five dollars and eighty-nine cents, and entered judgment accordingly.

From the judgment entered on this decision, the defendant appealed to the General Term.

By the Court.—BRADY, J.—The dispatch written by the plaintiffs was an order to their brokers here to sell their Michigan Southern stock and to buy five hundred shares of Hudson River Railroad stock. The language employed, however indefinite to others was intelligible to the brokers. The dispatch written was not sent, and the effect of the error was to make it an order to sell the shares of Southern, and to buy five hundred more. As to this the erroneous dispatch is neither uncertain nor indefinite. No other interpretation can be fairly given to it. The evidence established the fact that the use of words "five Hudson," by an understanding between plaintiffs and their brokers, meant five hundred shares of the Hudson River Railroad stock, and also, that the erroneous dispatch was understood to be an order to purchase five hundred shares of the Michigan Southern, and which, as before suggested, was the only conclusion to be drawn from the language employed. These views dispose of the exceptions to the sufficiency of the evidence to warrant the findings of fact upon which the judgment is based. The plaintiffs, on learning that an error had been committed, again directed the purchase of Hudson River Railroad stock, and were entitled to the advantages of such purchase at the rates prevailing on the day of the date of the dispatch, without reference to the session of the board, when the dispatch was received.

The omission to buy at the board on that day arose from the defendant's misconduct in sending the dispatch, and it became the duty of the broker under his instructions to make the purchase at once. The defendants having placed it beyond the power of the plaintiffs' brokers to make the purchase in the particular manner indicated, they cannot avail themselves of the fact that the purchase was not made in that mode. They cannot take advantage of their own wrong, particularly when it no where appears that they were injured by the circumstance. The prices paid were the lowest at which the stock could be obtained, and the defendants had the benefit of that fact. The purchase was voluntary, it is true, but it was an act which the plaintiffs had the right to perform, growing out of their relations with the defendants, established by the contract on the part of the latter to transmit the dispatch faithfully. These views are responsive to the exceptions taken to the legal conclusions arrived at upon the trial, and leaves but one to be considered.

The plaintiff's claim for a difference of \$475 on the sale of the five hundred shares of Michigan Southern, was disallowed, upon the ground that the stock was, in legal effect, purchased on defendants' account, and could not be sold without some notice to them. I think this ruling was a



proper one, the relations of the parties being considered. If the plaintiffs intended to disavow the purchase, the defendants should have been notified thereof, and in that way enabled to keep the stock or not, as they might deem most advisable. By exercising the act of ownership in the sale made, they have adopted the purchase, and the sale must therefore be regarded as on their account. But if this view be incorrect, there can be no doubt that the defendants were entitled to notice of the mistake made by them, before any sale of the stock purchased, in pursuance of their erroneous dispatch, was made.

For these reasons the judgment must be affirmed.

#### Canadian Railways.

The following is an official statement of the Traffic Returns of the Canadian Railways for the month ending October 31, 1865 and 1866:

Railways.	Passen- gers.	Mails and freight.	Total 1865.	Total 1866.	Miles in op- eration.	Miles in op- eration.
Great Western.....	\$131,089	\$10,896	\$141,985	\$141,985	1,877	1,877
Grand Trunk.....	289,806	20,400	310,206	310,206	1,877	1,877
London and Port Stanley.....	1,808	109	1,917	1,917	25	25
Welland.....	1,293	1,059	2,352	2,352	25	25
Northern.....	10,510	1,855	12,365	12,365	94	94
Port Hope, Lindsay & Beaverton.....	1,964	134	2,098	2,098	43	43
Port Hope, and Peterborough.....	1,554	124	1,678	1,678	31	31
Cobourg and Peterborough.....					31	31
Brockville and Ottawa.....	4,117	85	4,202	4,202	86	86
Prescott and Ottawa.....	4,407	549	4,956	4,956	54	54
Carleton Place and Grenville.....						
Stanstead, Shefford & Chambly.....						
St. Lawrence and Industry.....	228		228	228		
Total.....	\$386,382	\$34,711	\$421,093	\$421,093	2,104	2,099

The Bennington and Rutland (late Western Vermont) Railroad has been leased to the Vermont Central road for at least one year from January next, when the lease to the Troy and Boston Railroad Company will expire.

A railroad is contemplated from Shelburne Falls, Mass., to Wilmington, Vt., connecting the new line to New Haven with the Western Vermont line, thus making the most direct route to the Sound.

The new route to Norfolk from Philadelphia, via Philadelphia, Wilmington and Baltimore and Delaware Railroads, was formally opened on the 26th ult.

#### Flint and Holly Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: H. H. Crapo, H. M. Henderson, J. B. Walker, Pardon Tillinghast, J. C. Delano, H. W. Seabury, Thomas Knowles. President, H. H. Crapo; Secretary, J. B. Walker; Treasurer, G. L. Denham. This road is 18 miles in length, extending from Holly, (a point on the Detroit and Milwaukee Railroad, 47 miles from Detroit,) to Flint, where it connects with the Flint and Pere Marquette Railroad, completed and running thence to East Saginaw, a further distance of 35 miles. The affairs of the company are represented as being in a highly prosperous condition. G. C. Kimball is Superintendent of the Flint and Holly Railroad, and H. C. Potter of the Flint and Pere Marquette.

#### Virginia Railway Connection.

The tunnel for the connecting link between the Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad is progressing satisfactorily. The brick arching for the western end is completed, and the workmen were putting the finishing touches upon the eastern end a few days since. Thus three hundred feet of the archway has been completed in the most substantial manner, leaving three hundred and thirty-three feet in the centre yet to be done. This, with the air-line railroad from Alexandria to Fredericksburg, now in progress of construction, will greatly facilitate the transmission of mails to the South. The work on the latter road is commenced from Alexandria to Mount Vernon, and is progressing favorably.

#### Memphis and Little Rock Railroad.

We learn from the Little Rock (Arkansas) *Conservative*, that the Legislature of that State has relieved the Memphis and Little Rock Railroad Company from the payment of the loan of one hundred thousand dollars made by the State, formerly, and that the lands of the road have been exempted from taxation for five years. This action on the part of the Legislature will doubtless result in the early completion of that important road.

The *Conservative* also notices the arrival, in Little Rock, of a number of the prominent railroad officers of the State, who, it is informed, design holding a meeting in a few days, for the purpose of securing concert of action in pushing the railroad enterprises of the State.

The Lafourche bridges on the Vicksburg, Shreveport and Texas Railroad are completed, and the cars will run to Boeuf river within two weeks, and there connect with a regular line of coaches to Vicksburg.

Wm. W. Blackford has been appointed Chief Engineer, and E. S. Hutter, Treasurer, of the Lynchburg and Danville Railroad Company. The survey for the route is to be proceeded with immediately.

The contract of the Iowa connection of the North Missouri Railroad has been let from the Iowa State line to Des Moines to B. B. Roberts.

The Council of Simcoe, Canada, on the 24th ult., voted \$500,000 towards the construction of the Huron and Ontario Ship Canal.

#### Pacific Mail Steamship Co.

The following gentlemen have been elected directors of this company for the ensuing year: Allan McLane, Howard Potter, Francis Skiddy, Charles Augustus Davis, Wm. Dennistoun, Leonard W. Jerome, Elisha Riggs, Moses H. Grinnell and Cornelius K. Garrison; and at a meeting of the Board of Directors, the following officers were chosen: Allan McLane, President; Francis W. G. Bellows, Vice President; Theodore T. Johnson, Secretary, and Charles S. Abercrombie, Treasurer.

#### Hempfield Railroad.

At a meeting of the stockholders of this road held at Washington, Penn., on the 21st ult., the following gentlemen were chosen directors for the ensuing year: C. M. Reed, Wm. McKennan, Joseph Henderson, Thos. Sweeney, S. Brady, James C. Acheson, James C. Clarke. A committee was appointed to enquire into the situation of the first mortgage bonds, and the state of the road generally.

The Trenton *American* says: "A railroad has been projected, with every prospect of being carried to successful completion, from the Hackensack junction and the Northern Road to Hackensack, and from thence north through Passaic, Spring Valley, to the New York State line, in Rockland County, and eventually it is expected it will be the terminus of the projected Midland Railroad from Oswego."

The receipts into the Treasury of Virginia for the fiscal year ending October 1st are stated at \$999,044 54; balance on hand last year \$761,968 69—total, \$1,097,128 27. Disbursed during the fiscal year \$761,968 69; balance on hand 1st October, 1866 \$335,159 58; balance on hand to date \$329,214 12.

The Chartiers Valley Railroad, recently purchased by an agent of the Pennsylvania Railroad Company, is to be completed and in operation in eighteen months. The Washington, Penn., *Examiner* says the work is to be done by Jay, Cook & Co., who hold \$101,000 of the bonds of the company.

The Richmond *Dispatch* states that operations have been stopped on the York River Railroad. The hands have all been paid off, and the contractors and clerks have left for New York. The road had been completed as far as the Chickahominy.

The Sand Patch Tunnel on the Pittsburg and Connellsville Railroad, has been cut through. Its total length is 4,750 feet. Width, 22 feet. Height 19 feet. It is intended for a double track.

The earnings of the Richmond and Petersburg Railroad for the fiscal year ending 30th September were \$167,880 88, while the running expenses for the same time amounted to \$107,097.

The Charleston and Savannah Railroad was sold on the 20th ult., by auction, to Joseph H. Taylor and others, for \$30,000 cash.

The Chicago and Northwestern Railroad was opened to Woodbine, 300 miles west of the Mississippi river, on the 27th ult.

The work of laying down the heavy rail on the Montgomery and Eufaula Railroad was commenced on the 16th ult.

## MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS					GOLD, SILVER, ETC., STOCKS				
COMPANIES.					COMPANIES.					COMPANIES.					COMPANIES.				
COMPANIES.	Par Value of Shares.	Number of Shares.	Market price per share.		COMPANIES.	Par Value of Shares.	Number of Shares.	Market price per share.		COMPANIES.	Par Value of Shares.	Number of Shares.	Market price per share.		COMPANIES.	Par Value of Shares.	Number of Shares.	Market price per share.	
COPPER:					COPPER:					IRON:					GOLD:				
Acton.....Ca.	5	200,000			Knowlton.....L.S.	25	8	20,000	51	Broad Top.....Pa.	50				Acadia.....N.S.	3	100,000		
Acton Vale.....Ca.	5	50,000			Lafayette.....Ca.	25		20,000		Copake.....N.Y.	50	50	50,000		Ada Elmore.....Idaho.	10	100,000		
Adventure.....L.S.	25	11	20,000		Lake.....L.S.	25	2	20,000		Foster.....N.Y.	50				Albion....." "	3	100,000		
Albany and Boston.....L.S.	25	3	20,000		Lawrence.....L.S.	25		20,000		French Creek.....Pa.	5	5	100,000		Altona.....Col.	6	100,000		
Algoma.....L.S.	25	3	20,000		Lennoxville.....Ca.	5		100,000		Garrison's.....N.Y.	5	5	100,000		American.....Col.	100	50,000		
Allouez.....L.S.	25	1	20,000		Logan....." "	3		100,000		George's Creek.....Md.	100	100	10,000	104	American Flag.....Col.	10	60,000	1	
American.....L.S.	25	1	20,000		Lower California.....Mo.	50		40,000		Harewood.....L.S.	5	5	20,000		Ascot.....Can.	100	50,000		
Amygdaloid.....L.S.	25	17	20,000		Lyster.....L.S.	25	2	20,000	21	Lake Superior.....L.S.	25	25	20,000		Atl. & Pac.....Nev.	50	100,000	5	
Anita.....Cal.	10	50,000			Madison.....L.S.	25	6	20,000		Mount Pleasant.....Pa.	50	50	10,000		Bates & Baxter.....Col.			50c	
Annapolis.....Md.	10	50,000			Malden....." "	25	2	20,000		Teal Lake.....L.S.	25		20,000		Benton....." "	5	100,000		
Arcadia.....L.S.	25	20,000			Mandan....." "	25	4	20,000		Tyson.....Vt.	10		20,000		Black Hawk....." "	100	50,000		
Arizono.....Ariz.	100	100,000			Manhattan....." "	25	4	20,000	21						Bob Tail....." "	10	100,000		
Arnold.....L.S.	25	20,000			Marquette....." "	25	3	20,000		Amenia.....N.Y.	5		100,000		Briggs.....Col.	100	10,000		
Ascot.....Ca.	20	20,000			Maryland.....Md.	25	3	20,000	10c	Bucks County.....Pa.	5		40,000		Burroughs....." "	10	100,000	35c	
Astor.....L.S.	25	1	20,000		Mass.....L.S.	25	4	20,000		Canada.....Ca.	5		50,000		Bullion.....Mtna.	5	200,000		
Atlas....." "	25	2	20,000		Massachusetts....." "	25	1	20,000		Champion.....N.Y.	5				Bullion Consol.....Col.	1	300,000	3	
Astco....." "	25	4	20,000		Medora....." "	25	1	20,000		Clute....." "	5	5	110,000		Chebuco.....N.S.	5	100,000		
Atco....." "	25	4	20,000		Mendota....." "	25	1	100,000	4	Continental....." "	2	2	200,000		Central.....Col.	5	200,000		
Balt. and N.C.....N.C.	5	20,000			Merrimac....." "	25	6	20,000		Eastport.....Me.	10		100,000		Central Gold....." "	5	20,000		
Bay State.....L.S.	25	13	20,000	10	Merryweather....." "	25	8	20,000	1	Erie.....N.Y.	10		40,000		Chaudiere.....Can.	5	100,000		
Beaver....." "	25	2	20,000		Meanard....." "	25	8	20,000		Gay's River....." "	2		100,000		Chobden.....Idaho.	10	100,000		
Bedford.....Ca.	5	125,000	40c		Meteor....." "	25	8	20,000		Hampton.....Mass.	5		100,000		Columbia.....Nev.	100	300,000	1	
Black River.....L.S.	25	20,000			Michigan....." "	25	8	20,000		Jefferson.....N.Y.	5				Consol Gregory.....Col.	100	50,000	10	
Bohemian.....L.S.	25	17	20,000		Middlesex....." "	25	8	20,000		Kings Hill....." "	5		10,000		Copalsinsche....." "	50	250,000		
Bolton.....Ca.	5	200,000	1		Milton....." "	25	1	20,000		Lake Superior.....Mich.	5		200,000		Corydon....." "	25	100,000	2	
Boston.....L.S.	25	2	20,000		Minnesota.....L.S.	25	1	20,000	15	Lancaster.....Pa.	5		50,000	47	Continental....." "	100	20,000		
Brooklyn.....L.S.	25	2	20,000		Missisquoi.....Ca.	25	1	150,000		Lehigh.....Pa.	5				Denver....." "	20	50,000	2	
Brome.....Ca.	5	100,000			Morrison.....L.S.	25	1	20,000		Macomb.....N.Y.	5		110,000		Downville....." "	1	300,000	17c	
Cabot.....L.S.	25	4	20,000		Nashua....." "	25	1	20,000		Maine.....Me.	10		50,000		Eagle....." "	10	100,000	12c	
Caledonia....." "	25	5	20,000		National....." "	25	5	20,000	17	Mineral Point.....N.Y.	5		100,000		East Bannock.....Mtna.	2	100,000		
Cambridge....." "	25	8	20,000		Native....." "	25	2	20,000		Morgan....." "	5		100,000		El Dorado.....Col.	5	500,000		
Canada.....Vt.	4	100,000	70c		Naumkeag....." "	25	1	20,000		Mount Hope.....N.Y.	2		80,000		Empire....." "	20	250,000		
Carp Lake.....L.S.	25	20,000			Nebraska....." "	25	1	20,000		New Hampshire.....N.H.	5		100,000		Excelsior....." "	10	30,000		
Cascade....." "	25	20,000			Nequaket....." "	25	2	20,000		New Jersey.....N.J.	100		12,000		Garrison's....." "	50	100,000		
Central....." "	25	6	20,000		New England.....L.S.	25	2	20,000		N.Y. & Boston.....N.Y.	10		100,000	25c	Gem....." "	50	25,000		
Champlain.....Ca.	1	200,000			New Jersey cons.....N.J.	10		100,000		Owegauchie.....Ca.	5		100,000		Golconda....." "	20	250,000		
Chatham....." "	2	200,000			Newton.....Ca.	1		200,000		Phoenix.....N.Y.	5		50,000		Gold Mountain.....Col.	10	600,000		
Cheticamp....." "	5	30,000			New York.....L.S.	25	1	20,000		Placencia Bay.....N.F.	5		200,000		Gold Mining....." "	100	50,000	75c	
Chippewa.....L.S.	25	20,000			N. Y. & Passaic.....N.J.	5		100,000	1	Ramsay.....Ca.	25		20,000		Gunnell....." "	10	300,000	1	
Clifton....." "	25	20,000			North Cliff.....L.S.	25	4	20,000		Rochester....." "	2		200,000		Gunnell Central....." "	50	20,000		
Collins....." "	25	4	20,000	4	North State....." "	25	3	20,000		Rosie.....N.Y.	5		100,000		Gregory....." "	50	20,000		
Concord....." "	25	4	20,000		North Western....." "	25	11	20,000	4	Shawangunk.....N.Y.	5		100,000		Great Western....." "	10	60,000		
Consolidated....." "	25	5	30,000		Norwich....." "	25	11	20,000	8	Sussex.....N.J.	5		125,000		Hope....." "	25	80,000	1	
Copper Creek.....Mo.	100	10,000			Ogima....." "	25	7	20,000		Union.....Pa.	5		100,000		Holman....." "	2	150,000	25c	
Copper Creek.....Wia.	25	20,000			Otisville.....N.Y.	5		100,000		Walkill.....N.Y.	5			1	Idaho.....Nebr.		100,000		
Copper Falls.....L.S.	25	24	20,000	44	Ontonagon.....L.S.	5		20,000		Warren.....N.H.					Isaac's Harbor.....N.S.	5	100,000		
Copper Harbor....." "	25	1	20,000		Ottawa.....Ca.	1		200,000		White Mountain....." "					Kansas-Colo.....Col.	10	100,000		
Copper Hill.....Wia.	1	200,000			Pacific.....L.S.	25		20,000		COAL & ANTHRACITE:					Kip & Buel....." "	2	100,000	1	
Cornith.....Vt.	2	20,000			Pennsylvania....." "	40	60	20,000	2	American.....Pa.	25		60,000	67	La Crosse....." "	10	100,000		
Cornwall.....Vt.	2	100,000			Petherick....." "	25	5	20,000	27	Appleton....." "	50	50	50,000	17	Liebig....." "	5	200,000		
Dacotah.....L.S.	25	2	20,000		Pewabic....." "	25	2	20,000		Ashburton....." "	60	50	50,000	90c	Lake Major.....N.S.	50	12,000		
Dana....." "	25	2	20,000	2	Phila. & Boston....." "	25	15	20,000	11	Atlantic & G. C.....Md.	100	100			Mariposa.....Cal.	100	50,000	12	
Deep River.....N.C.	5	10,000			Phoenix....." "	25	15	20,000	60	Baltimore....." "	100				Do. preferred....." "	100	57,444	24	
Delaware.....L.S.	25	20	20,000		Pittsburg & Boston....." "	25	6	20,000	1	Bear Valley....." "	12		40,000		Mammoth.....Col.	10	100,000		
Derby....." "	25	1	20,000		Pontiac....." "	25	10	20,000	1	Beaver Meadow.....Pa.	50	50	100,000	2	Manhattan....." "	10	100,000		
Devon....." "	25	1	20,000		Prescott.....Ariz.	100		100,000		Belmont....." "	50	50	10,000	4	Massachusetts....." "	5	250,000		
Dorchester....." "	25	1	20,000		Providence.....L.S.	25		20,000	3	Big Mountain.....Pa.				7	Mount Vernon.....Nev.	10	300,000		
Douglas.....Ca.	2	1	200,000		Quincy....." "	10	10	20,000	3	Boston & Pictou.....N.S.	5		100,000		Montana.....Col.	4	100,000	30c	
Dover....." "	25	1	20,000		Reliance....." "	25		8,000		Bridgeport.....Pa.	10	10	30,000		National....." "	10	300,000		
Dudley.....L.S.	25	1	20,000		Republic....." "	25		20,000		Broad Mountain....." "	10	10	30,000		New York City.....Nev.	100	50,000	1	
Dunham.....Ca.	2	200,000			Resolute....." "	25	6	20,000		British American.....N.S.	2	2	200,000	14	N. Y. & Nevada.....Nev.	10	100,000	2	
Durham....." "	5	200,000			Ridge....." "	25	8	20,000		Cape Briton.....N.S.	2	2	200,000		N. Y. & N. Sco.....N.S.	10	100,000	15c	
Eagle River.....L.S.	25	3	20,000	4	Rochester....." "	25	12	20,000		Central....." "	100	100	20,000	44	North Clear Creek.....Col.	10	100,000		
Edwards....." "	25	1	20,000		Roscoe.....Ca.	25	3	20,000	7	Cameroon.....Pa.	50		50,000		Pacific....." "	100	40,000		
Empire.....L.S.	25	10	20,000		1														



### PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

N. B.—A dash (—) signifies "nil" and leaders (.....) "not ascertained."																
Fiscal year ending	Length completed: equal in single trk.	In progress or projected.	Equip-ment.			Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.	
			Horses.	2-horse.	1-horse.				Bonded Debt.	Floating Debt.	Gross.	Net.				
MASSACHUSETTS.																
30 Nov. '65	m.					Boston and Chelsea	110,000	119,000			\$ 8,800	\$ 6,920			41	
30 Nov. '65	4.52		208	31		Broadway, Boston	324,225	350,000		7,297	144,680	10,130			43	
30 Nov. '65	27.43					Cambridge	784,671	727,800	150,000	94	(Union Co.)				94	
30 Nov. '65	3.75					Dedham and West Roxbury	55,229	41,000		12,229	(Metro pol'n)					
30 Nov. '65	2.74		29	6		Lowell (Horse)	45,119	43,706		1,413	18,157	loss.			42	
30 Nov. '65	12.50		197	32		Lynn and Boston	275,739	200,000	50,000	54,259	160,157	loss.	4		25	
30 Nov. '65	3.41					Malden and Melrose	60,260	200,000	64,452	66,222	(Middl esex)			50	25	
30 Nov. '65	3.07					Medford and Charlestown	36,000	21,000	10,000		(Middl esex)			50	25	
30 Nov. '65	33.74		840	151		Metropolitan (Boston)	1,492,107	2,250,000		287,100	66,603	loss.	3		49	
30 Nov. '65	3.87		255	41		Middlesex (Boston)	487,441	400,000	32,000	75,952	174,882	2,577				
30 Nov. '65	5.69		60	9		Quincy	154,233	71,600	58,400	58,500	62,583	loss.			25	
30 Nov. '65	6.75		62	10		Salem and South Danvers	176,093	150,000	16,600	13,059	36,108	1,975			50	
30 Nov. '65	2.63					Somerville	50,000	50,000			(Middl esex)			25		
30 Nov. '65	2.50		10	3		Stoneham street (Boston)	35,800	33,000			8,241	1,091			47	
30 Nov. '65	6.74					Suburban	95,500	5,000			(Mal. & Mel.)					
30 Nov. '65			352	63		Union (Transportation)	242,809	160,000	20,000	130,743	307,700	loss.			90	
30 Nov. '65	1.58		15	3		West Cambridge	16,350	13,600			9,955	loss.			47	
30 Nov. '65	2.25					Winnisimmet	62,152	60,000		500	3,900	2,922				
30 Nov. '65	11.60		44	8		Worcester	92,763	75,800	61,500	1,326	19,667	loss.				
CONNECTICUT.																
31 Jan. '64	3.0	3.0	45	7		Fairhaven and Westville	100,000	100,000					8			
31 Dec. '62	8.5		11	3		Hartford and Wethersfield	300,000	300,000								
NEW YORK.																
30 Sep. '65	7.17			6	6	Albany	85,544	50,000	31,000		65,155	501			100	
30 Sep. '65	17.50		35			Bleeker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,558			100	
30 Sep. '65	10.76		32	28		Broadway (Brooklyn)	229,286	200,000	27,500	5,802	81,027	12,500			100	
30 Sep. '65	14.33		98			Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1,000,000	100,000	612,779	198,082			100	
30 Sep. '65	7.75		10	2		Brooklyn, Bath & Coney Is'd	135,178	100,000	86,000	71,180	28					
30 Sep. '65	24.00		35	43		Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666			100	
30 Sep. '65	56.18	1.90	146	29		Brooklyn City	1,333,460	1,000,000	170,000		857,701	148,758	5	10		
30 Sep. '65	11.75	4.00	32			Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651			100	
30 Sep. '65	0.09	9.41				Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200					100	
30 Sep. '65		2.50				Brooklyn City & Rockaway		7,500	35,000							
30 Sep. '65	24.00		116			Centrl Pk. N. & E. Riv. (N. Y.)	1,517,906	955,900	550,000		528,090	74,053			100	
30 Sep. '65		2.00				Clinton Avenue (Albany)		2,800								
30 Sep. '65		2.00				Cohoes & Waterford		500								
30 Sep. '65	19.75		32			Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102			100	
30 Sep. '65	11.82		46			D. Dock, E. B'dw. & Battery	1,585,290	1,200,000	211,000	50,000	298,714	80,362			100	
30 Sep. '65		6.00				East & North River (W. Co.)	650	650								
30 Sep. '65	18.00	1.00	141			Elkhigh Avenue	1,280,915	1,000,000	160,000		627,163	90,670	6	100		
30 Sep. '65	12.00		42			42d St., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	65,047	5	100		
30 Sep. '65	4.62					Grand st. & Newtown (W'g)										
30 Sep. '65	10.60		17	2		Harlem Br. Morris & Ford'm	183,738	72,000	118,500	3,000	52,790	2,600			100	
30 Sep. '65		19.00				Harlem & Tarrytown		3,550								
30 Sep. '65	19.10		50			Ninth Avenue	444,877	795,360	112,000		74,514	loss.			100	
30 Sep. '65		11.00				Port Morris & Westchester	1,200	1,200								
30 Sep. '65	11.00		16			Rochester City & Brighton	251,559	133,400	100,000		80,028	29,516			100	
30 Sep. '65	16.00					Second Avenue (N. Y.)	1,215,127	650,000	520,000	136,970	338,298	106			100	
30 Sep. '65	8.37					Sixth Avenue (N. Y.)	1,409,516	750,000		139,604	482,224	loss.			100	
30 Sep. '65	17.50		147			Third Avenue (N. Y.)	2,110,100	1,750,000	1,800,000	115,000	1,024,742	211,123	9	100		
30 Sep. '65		5.00				Third Avenue & Fordam		975								
30 Sep. '65	4.46	1.00				Troy and Cohoes	50,000	50,000		opeby	T & L. R.					
30 Sep. '65						Troy and Lansingburg										
30 Sep. '65	6.50	9.00				Utica City	209,325	124,500	100,000		30,752	loss.				
30 Sep. '65	1.60		4			V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000		12,839	808				
30 Sep. '65						Westchester	5,949	7,370								
30 Sep. '65		4.00				West Shore	1,457	2,200								
NEW JERSEY.																
31 Dec. '62	5.32			7		Hoboken and Hudson City	32,000	30,000		2,000						
31 Dec. '62	6.05	2.50		8		Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3			
31 Dec. '62	10.47					Jersey City & Bergen Point										
31 Dec. '62	17.00		150	22		Orange and Newark	599,414	281,550	300,000	20,950	105,358	29,459		50		
31 Dec. '62	5.80			8		West Hoboken & Hoboken	100,000	40,000	60,000							
PENNSYLVANIA.																
31 Oct. '65	7.89		142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000				40	10	50	
31 Oct. '65	12.50		122	21		Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50		
31 Oct. '65	12.33		262	40		Frankford & Southw'k (Ph.)	765,569	491,620	200,000		286,361	91,545		50	1	
31 Oct. '65	6.00		86	15		Fairmt' Pk & Del. Riv. (Ph.)					62,732	8,227				
31 Oct. '65	4.50		195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000		158,803	39,721	2	50	3	
30 Nov. '65	19.00		250	44		Germantown	385,169	112,245	250,000		197,196	49,561				
31 Oct. '65	5.04		120	25		Girard College (Phila.)	114,611	160,000			122,866	36,832	4	50	2	
31 Oct. '65	2.00		25	4		Harrisburg City	49,504	30,118		9,000	6,726	3,562		25		
31 Oct. '65	19.00		328	56		Heatonv. Mantua & Fairmt'		183,600		75,131	153,813	39,179		50	1	
31 Oct. '65	4.50		105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007		25	1	
31 Oct. '65						Oakland (Pittsburg & E. L.)										
31 Oct. '65	3.75		124	18	6	Pittab. Allegheny & Manch'r	96,385	75,000	35,000	150	85,795	20,243	16	50		
31 Oct. '65	2.06		67	12		Pittsburg and Birmingham	66,840	54,000	22,600		67,040	14,278	14	50		
31 Oct. '65	2.80		165	27		Philadelphia City	240,264	100,000	135,000		149,978	59,722	7	50		
31 Oct. '65	5.00		64	10	3	Philadelphia and Darby	86,383	100,000	17,000		36,781	6,494	5	20	1	
31 Oct. '65	4.50		51	10		Ridge Avenue & Menyunk	179,635	120,000	63,800		41,737	6,903				
31 Oct. '65	19.09		431	67	5	Second & Third st. (Phila.)	472,081	203,757	137,300		437,562	158,830	10	50	1	
31 Oct. '65	5.62		87	9		17th & 19th st. (Phila.)	114,368	120,000			51,683	9,187		50	1	
31 Oct. '65	7.00		118	16	3	Spruce & Pine (Phila. & G's R.)	249,411	217,697	15,000	10,000	84,900	20,545	44	50	1	
31 Oct. '65	7.00		210	35		16th & 11th st. (Citizens')	176,048	192,750			210,143	87,810	9	50	1	
31 Oct. '65	6.25		143	23		13th & 15th st. (Phila.)					143,038	38,435	6	50	2	
31 Oct. '65	3.05		412	70		Union (Philadelphia)	527,785	291,475	80,000	263,125	260,593	5,900		150	4	
31 Oct. '65	6.00		327	52	5	West Philadelphia	355,105	249,100	100,000		10,000	309,261	81,335	10	50	1
31 Oct. '65	1.00		9	4		Williamsport		15,150		522	3,637	1,851		25		
MARYLAND.																
31 Dec. '62	21.00		340	50		Baltimore City	700,000	670,000		31,549	239,059	21,058			1	
OHIO.																
31 Dec. '62	6.00					Cincinnati Street	151,913	150,000								
31 Dec. '62	6.00					City (Cinc.) Passenger	111,412	100,000								
31 Dec. '62	3.81					Passenger (Cinc.)	69,837	50,000								
31 Dec. '62	8.63					Pendleton & S. St. Mar't (Cin.)	70,000	50,000								

DESCRIPTION.	Amount out- standing.	Rate.	INTEREST.		Principal payable.	Market Price.
			Pay- able.			
Broadway (Brooklyn): Real Estate Mortgage	\$ 27,500	7 J.	Month.	Year.	p. c.	
Broadway & 7th Avenue: 1st Mortgage	200,000	7 J. & J.	1884			
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7 J. & J.	1883			
Brooklyn and Rockaway: 1st Mortgage	20,000	7 J. & J.				
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7 J. & J.	1870			
Brooklyn City: 1st Mortgage	170,000	7 J. & J.	1872			
Brooklyn City & Newtown: 1st Mortgage	200,000	7 J. & J.	1872			
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7 J. & J.	1884			
Cambridge: 1st Mortgage	150,000	6 J. & J.	1881		59	
Central Park, East & North River: 1st Mortgage	550,000	7 J. & J.	1874			
Citizens' Pittsburg: 1st Mortgage	57,900	7 J. & J.	1870			
Cliftondale: 1st Mortgage	25,000	6 J. & J.	1871			
Coney Island and Brooklyn: 1st Mortgage	138,000	7 J. & J.	1873			
Delaware County: 1st Mortgage	6,500	7				
Dorchester: Real Estate Mortgage	5,000	6				
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7 J. & J.				
Eight Avenue: 1st Mortgage	160,000	7 J. & J.				
Forty-second street: 1st Mortgage	127,150	7 J. & J.	1873			
Real Estate Frankford and Southwark: 1st Mortgage	124,500	7 J. & J.				
200,000	7 J. & J.	1869			107	
Germantown: 1st Mortgage	250,000	7 J. & J.	1869			
Green and Coates St.: 1st Mortgage	98,000	7 J. & J.	1870		13	
Harlem Br. Morris & Ford'm 1st Mortgage	118,000	7 J. & J.				
Hestonville Mantua & Fair- mount: 1st Mortgage	40,000	7 J. & J.	1869			
Hoboken and Weehawken: 1st Mortgage	60,000	7 M. & S.	1872			
Lynn and Boston: 1st Mortgage (road):	50,000	6 M. & S.	71-72		91	
Malden and Melrose: 1st Mortgage gas antied.	64,452	6			1880	91
Medford and Charlestown: 1st Mort. (Winter St. Br.)	10,000	6				
Middlesex: 1st Mortgage	32,000					
Malden & Melrose bonds	49,451					
Real Estate	10,000					
Ninth Avenue: 1st Mortgage	112,000	7				
North Philadelphia: 1st Mortgage	100,000	7 J. & J.	1869			
Orange and Newark: 1st Mortgage Broad street.	100,000	7 J. & J.	1881			
" " O. & Newark	100,000	7 J. & J.	1880			
2d Mortgage " "	100,000	7 J. & J.	1883			
Philadelphia City: 1st Mortgage	135,000	6 J. & J.	1879		91	
Philadelphia and Darby: 1st Mortgage	17,000	7 J. & J.	1870			
Phila. and Gray's Ferry: 1st Mortgage	15,500	7 J. & J.	1869			
Pittab. Allegh'y & Manch.: 1st Mortgage	35,000	7 J. & J.	1871			
Pittsburg & Birmingham: 1st Mortgage	22,600	7 J. & J.	1870			
Pittsburg & East Liberty: 1st Mortgage	87,000	7 J. & J.	1871			
Quincy: Plain bonds	50,000	M. & S.	1868			
Richmond and Schuylkill: 1st Mortgage	30,000	7 J. & J.	1870			
Rochester City & Brighton: 1st Mortgage	100,000	7 J. & J.				
Second Avenue: 1st Mortgage	520,000	7 J. & J.	1867			
Second and Third Street: 1st Mortgage	125,000	7 J. & J.	1868			
2d Mortgage	50,800	7 J. & J.	1869		10	
Third Avenue: 1st Mortgage	1,000,000	7 J. & J.	1870			
Real Estate bonds	180,000					
Union: Real Estate Mortgage	20,000	6 J. & D.	1863			
Utica City: 1st Mortgage	100,000	7				
Van Brunt, at & Erie Basin: 1st Mortgage	12,000	7 J. & J.				
West Hoboken & Hoboken: 1st Mortgage	60,000	7 M. & N.	1872			
West Philadelphia: 1st Mortgage	100,000	7 J. & J.	1869			

## FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			
		Rate.	Payable.	WHEN PAYABLE.	Market Price.			Rate.	Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Nov. 1.						New York—State Bonds ----- canal fund					
Loan of Jan. 29, 1847 ----- registered	\$7,125,400	6	Jan. & July.	1897	159 1/2	" " " " " " " " " " " "	6,000,000	6	Quarterly.	1873	98 1/2
Loan of March 31, 1848 ----- registered	8,908,342	6	" " " " " " " " " " " "	1868	137	" " " " " " " " " " " "	2,250,000	6	" " " " " " " " " " " "	1874	99 1/2
" " " " " " " " " " " "	"	6	" " " " " " " " " " " "	1868	125	" " " " " " " " " " " "	500,000	6	" " " " " " " " " " " "	1875	100 1/2
Texas Indemnity, of Sep. 9, 1850 ----- coupon	618,000	5	" " " " " " " " " " " "	Due.	"	" " " " " " " " " " " "	900,000	6	" " " " " " " " " " " "	1877	"
Loan of June 14, 1859 ----- registered	20,000,000	5	" " " " " " " " " " " "	1874	106 1/2	" " " " " " " " " " " "	800,000	6	" " " " " " " " " " " "	1878	97 1/2
" " " " " " " " " " " "	"	5	" " " " " " " " " " " "	1874	106	" " " " " " " " " " " "	909,607	5	" " " " " " " " " " " "	pleas.	"
Loan of June 22, 1860 ----- registered	7,022,000	5	" " " " " " " " " " " "	1871	115	" " " " " " " " " " " "	192,585	5	" " " " " " " " " " " "	1896	"
" " " " " " " " " " " "	"	5	" " " " " " " " " " " "	1871	115	" " " " " " " " " " " "	1,163,000	5	" " " " " " " " " " " "	1898	"
Oregon War Loan of March, 1861 ----- coupon	1,016,000	6	" " " " " " " " " " " "	1881	108	" " " " " " " " " " " "	442,960	5	" " " " " " " " " " " "	1868	"
" " " " " " " " " " " "	"	6	" " " " " " " " " " " "	1881	108	" " " " " " " " " " " "	187,000	5	" " " " " " " " " " " "	1871	"
Loan of Feb. 8, 1861 ----- registered	18,415,000	6	July.	1881	109	" " " " " " " " " " " "	4,500,000	5	" " " " " " " " " " " "	1874	93
" " " " " " " " " " " "	"	6	Jan. & July.	1881	112 1/2	" " " " " " " " " " " "	900,000	5	" " " " " " " " " " " "	1875	93
Loan of July 17, & Aug. 5, 1861 ----- registered	284,308,750	6	" " " " " " " " " " " "	1881	113	" " " " " " " " " " " "	800,000	6	" " " " " " " " " " " "	1878	"
" " " " " " " " " " " "	"	6	" " " " " " " " " " " "	1881	113	<b>North Carolina—State bonds</b> ----- coupon	9,385,500	6	Various.	'66-'91	72
Loan of Feb. 25, 1862 (5-20s) ----- registered	514,780,500	6	" " " " " " " " " " " "	1881	113	" " " " " " " " " " " "	3,500,000	6	Jan. & July.	'90-'92	67
" " " " " " " " " " " "	"	6	May & Nov.	1882	106 1/2	Ohio—State Bonds ----- coupon	634,653	6	Jan. & July.	1865	"
Loan of March 8, 1864 (5-20s) ----- registered	100,000,000	6	" " " " " " " " " " " "	1882	109 1/2	" " " " " " " " " " " "	636,798	6	" " " " " " " " " " " "	1860	98
" " " " " " " " " " " "	"	6	May & Nov.	1884	107	" " " " " " " " " " " "	378,886	6	" " " " " " " " " " " "	1868	"
Loan of March 3, 1865 (5-20s) ----- registered	209,163,500	6	" " " " " " " " " " " "	1884	107 1/2	" " " " " " " " " " " "	2,183,532	6	" " " " " " " " " " " "	1870	100
" " " " " " " " " " " "	"	6	May & Nov.	1885	107	" " " " " " " " " " " "	1,600,000	6	" " " " " " " " " " " "	1875	100
Loan of March 3, 1864, (10-40s) ----- registered	171,989,350	5	" " " " " " " " " " " "	1885	107 1/2	" " " " " " " " " " " "	4,095,309	6	" " " " " " " " " " " "	1881	100
" " " " " " " " " " " "	"	5	Mar. & Sept.	1904	100 1/2	" " " " " " " " " " " "	2,400,000	6	" " " " " " " " " " " "	1886	100
Pacific R. R. Bonds of (currency) ----- registered	9,882,000	6	" " " " " " " " " " " "	1904	100	" " " " " " " " " " " "	681,038	6	May & Nov.	'68-'71	"
Treasury Notes of July 17, 1861 (7-30s) -----	187,350	7.3	Jan. & July.	'95-'98	"	Pennsylvania—State Stock ----- registered	20,209,000	5	Various.	'66-'90	98 1/2
" " " " " " " " " " " "	"	7.3	Feb. & Aug.	1887	105 1/2	" " " " " " " " " " " "	6,168,000	5	" " " " " " " " " " " "	'77-'82	97
" " " " " " " " " " " "	724,014,300	7.3	June & Dec.	1868	105 1/2	" " " " " " " " " " " "	3,000,000	6	Feb. & Aug.	1871	103
Matured Debt not presented -----	36,203,559	6	At maturity.	Due.	"	Rhode Island—State War Bonds -----	3,899,000	6	Jan. & July.	'71-'94	99 1/2
Gold Certificates of Deposit -----	10,896,980	6	" " " " " " " " " " " "	1868	105 1/2	South Carolina—State Bonds (sterling) -----	481,444	5	Jan. & July.	1868	"
Compound Interest Notes of 1864 -----	148,512,140	6	" " " " " " " " " " " "	1868	105 1/2	" " " " " " " " " " " "	1,708,000	6	" " " " " " " " " " " "	'68-'90	"
United States Notes (greenbacks) -----	390,198,785	6	At maturity.	3 yrs	"	" " " " " " " " " " " "	1,499,000	6	" " " " " " " " " " " "	'77-'90	"
Fractional currency -----	27,688,010	6	" " " " " " " " " " " "	3 yrs	"	" " " " " " " " " " " "	"	6	" " " " " " " " " " " "	"	"
Navy Pension Fund -----	11,750,000	6	" " " " " " " " " " " "	"	"	Tennessee—State Bonds ----- coupon	1,949,440	5	April & Oct.	'76-'90	"
STATE SECURITIES.						" " " " " " " " " " " "	239,167	5 1/2	" " " " " " " " " " " "	'72-'79	"
Alabama—Dollar Bonds ----- coupon	2,109,000	5	May & Nov.	1877	"	" " " " " " " " " " " "	1,706,000	6	" " " " " " " " " " " "	'82-'89	"
" " " " " " " " " " " "	"	5	Jan. & July.	1876	"	" " " " " " " " " " " "	24,382,832	6	" " " " " " " " " " " "	long.	50
" " " " " " " " " " " "	648,000	6	" " " " " " " " " " " "	1876	"	" " " " " " " " " " " "	875,313	6	" " " " " " " " " " " "	1892	69 1/2
" " " " " " " " " " " "	688,000	6	" " " " " " " " " " " "	1876	"	Vermont—State Bonds ----- coupon	175,000	6	Various.	'67-'88	"
Arkansas—State Bonds (issued to banks) -----	1,509,000	6	(in default.)	1868	"	" " " " " " " " " " " "	1,650,000	6	June & Dec.	'71-'78	100
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	117 1/2	Virginia—State Bonds ----- registered	21,888,398	6	Jan. & July.	'84-'96	88
" " " " " " " " " " " "	"	7	" " " " " " " " " " " "	1872	99 1/2	" " " " " " " " " " " "	11,108,000	6	" " " " " " " " " " " "	'86-'96	60 1/2
Connecticut—State Bonds ----- coupon	10,400,000	6	Jan. & July.	'72-'90	99 1/2	" " " " " " " " " " " "	1,805,000	5	" " " " " " " " " " " "	1872	"
" " " " " " " " " " " "	"	6	" " " " " " " " " " " "	1892	97 1/2	" " " " " " " " " " " "	"	6	" " " " " " " " " " " "	'76-'90	45
Georgia—State bonds (sterling) ----- coupon	72,000	6	Jan. & July.	1869	"	West Virginia—State Bonds ----- coupon	"	6	" " " " " " " " " " " "	"	"
" " " " " " " " " " " "	2,271,750	6	" " " " " " " " " " " "	'63-'86	109	Wisconsin—State Bonds ----- coupon	200,000	6	April & Oct.	'67-'68	"
" " " " " " " " " " " "	434,000	7	" " " " " " " " " " " "	'72-'86	97 1/2	" " " " " " " " " " " "	641,800	6	Jan. & July.	'77-'88	"
Illinois—Canal Bonds ----- registered	1,288,887	6	Jan. & July.	1870	97 1/2	" " " " " " " " " " " "	700,000	6	April & Oct.	'82-'98	"
" " " " " " " " " " " "	1,785,400	6	" " " " " " " " " " " "	1870	95	CITY SECURITIES.					
" " " " " " " " " " " "	721,198	6	" " " " " " " " " " " "	'60-'79	100	Allegheny—Railroad Bonds (new) ----- coupon	600,000	4	Jan. & July.	1913	"
" " " " " " " " " " " "	436,000	6	" " " " " " " " " " " "	'62-'79	"	Baltimore—City Bonds -----	"	5	quarterly.	1870	"
" " " " " " " " " " " "	229,372	6	" " " " " " " " " " " "	'65-'76	100	" " " " " " " " " " " "	"	6	" " " " " " " " " " " "	1870	98
" " " " " " " " " " " "	2,371,725	6	" " " " " " " " " " " "	'70-'79	100	" " " " " " " " " " " "	"	6	Jan. & July.	1873	97 1/2
" " " " " " " " " " " "	1,778,677	6	" " " " " " " " " " " "	1877	100	" " " " " " " " " " " "	"	6	May & Nov.	1875	97
" " " " " " " " " " " "	241,000	6	" " " " " " " " " " " "	1879	"	" " " " " " " " " " " "	"	6	Jan. & July.	1886	97 1/2
" " " " " " " " " " " "	1,187,700	6	" " " " " " " " " " " "	1879	97	" " " " " " " " " " " "	"	6	quarterly.	1890	98 1/2
Indiana—State Bonds ----- registered	236,009	5	Jan. & July.	1866	87	" " " " " " " " " " " "	"	6	" " " " " " " " " " " "	1890	"
" " " " " " " " " " " "	2,058,173	2 1/2	" " " " " " " " " " " "	1868	"	Boston—Municipal Scrip -----	583,205	4	April & Oct.	'78-'79	"
" " " " " " " " " " " "	1,225,000	6	May & Nov.	1886	95	" " " " " " " " " " " "	"	5	Various.	'66-'70	128 1/2
Iowa—State Certificates ----- registered	200,000	7	Jan. & July.	1886	"	" " " " " " " " " " " "	7,846,026	5	" " " " " " " " " " " "	'71-'78	105 1/2
" " " " " " " " " " " "	"	7	" " " " " " " " " " " "	1877	"	" " " " " " " " " " " "	"	5	" " " " " " " " " " " "	'76-'80	101 1/2
War Loan Bonds ----- coupon	800,000	7	" " " " " " " " " " " "	'76-'78	"	" " " " " " " " " " " "	"	5	" " " " " " " " " " " "	'81-'86	101
Kansas—State Bonds ----- coupon	200,000	6	" " " " " " " " " " " "	'66-'73	96	" " " " " " " " " " " "	"	5	" " " " " " " " " " " "	'67-'76	101 1/2
Kentucky—State bonds ----- coupon	447,000	5	" " " " " " " " " " " "	'68-'72	96	" " " " " " " " " " " "	668,000	5	May & Nov.	'70-'71	"
" " " " " " " " " " " "	3,204,000	6	various.	'67-'90	90	" " " " " " " " " " " "	305,000	5	Jun. & July.	'72-'78	102
Louisiana—State Bonds ----- coupon	9,856,000	6	" " " " " " " " " " " "	1883	100	" " " " " " " " " " " "	1,949,711	4 1/2	Jan. & July.	'66-'71	89
" " " " " " " " " " " "	"	6	Mar. & Sept.	1883	99 1/2	" " " " " " " " " " " "	"	6	" " " " " " " " " " " "	'81-'97	95
Maine—State Certificates -----	632,000	6	Jan. & July.	1883	99 1/2	Brooklyn—Municipal Bonds ----- coupon	3,038,200	6	" " " " " " " " " " " "	'68-'98	98 1/2
" " " " " " " " " " " "	4,800,000	6	quarterly.	var.	82	" " " " " " " " " " " "	"	6	" " " " " " " " " " " "	'81-'97	98 1/2
Maryland—State Bonds ----- coupon	2,171,902	6	" " " " " " " " " " " "	1870	101 1/2	" " " " " " " " " " " "	5,500,000	6	" " " " " " " " " " " "	'68-'98	98 1/2
" " " " " " " " " " " "	1,727,000	6	" " " " " " " " " " " "	1890	"	Chicago—Municipal Bonds (old) -----	371,000	7	Various.	'67-'81	99 1/2
" " " " " " " " " " " "	3,192,763	6	" " " " " " " " " " " "	1890	"	" " " " " " " " " " " "	956,000	6	Jan. & July.	1876	99 1/2
" " " " " " " " " " " "	6,401,000	6	" " " " " " " " " " " "	var.	"	" " " " " " " " " " " "	1,464,000	6	" " " " " " " " " " " "	1888	100
Massachusetts—State Scrip -----	53,000	5	June & Dec.	'68-'72	102 1/2	" " " " " " " " " " " "	1,184,000	7	" " " " " " " " " " " "	'79-'87	100
" " " " " " " " " " " "	244,000	5	Jan. & July.	'70-'74	100	" " " " " " " " " " " "	650,000	7	Jan. & July.	'79-'81	98
" " " " " " " " " " " "	875,000	5	April & Oct.	'72-'74	100	Milwaukee—Re-adjusted Bonds ----- coupon	925,000	4	June & Dec.	1894	"
" " " " " " " " " " " "	220,000	5	May & Nov.	1880	100 1/2	New York City—Municipal Stock -----	3,478,900	6	F.M.A. & N.	'73-'75	"
" " " " " " " " " " " "	6,429,000	5	" " " " " " " " " " " "	1894	100	" " " " " " " " " " " "	4,714,000	6	" " " " " " " " " " " "	'76-'78	"
" " " " " " " " " " " "	297,										



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic and Great Western:</b>													
1864.....	150,713	164,438	166,493	194,992	200,807	265,026	295,512	358,408	401,108	357,228	353,344	323,823	3,285,492
1865.....	289,445	347,211	432,340	375,045	472,493	410,800	493,882	598,584	541,481	675,446	634,243	570,955	6,526,335
1866.....	476,038	433,549	389,459	412,423	464,806	493,690	467,313	568,504	633,414	641,491	.....	.....	.....
<b>Chicago and Alton:</b>													
1861.....	81,531	75,821	78,361	65,358	75,250	63,761	73,474	138,897	141,174	122,487	104,254	80,296	1,098,464
1862.....	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863.....	109,860	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,010	156,869	158,284	1,673,706
1864.....	160,991	154,418	195,803	162,723	178,786	206,090	224,257	312,166	354,554	320,879	307,803	262,016	2,770,484
1865.....	280,503	275,283	299,063	258,480	322,278	355,270	355,985	409,251	401,280	357,956	307,919	236,824	3,440,092
1866.....	210,171	207,913	304,885	270,889	333,432	368,278	328,870	381,559	318,549	247,087	.....	.....	.....
<b>Chicago and Rock Island:</b>													
1861.....	83,030	63,975	77,007	78,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,763	1,261,060
1862.....	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,086	143,263	161,603	138,795	135,595	1,423,439
1863.....	140,022	130,225	122,512	144,995	170,937	189,142	160,306	210,729	216,030	196,455	201,134	199,297	1,959,270
1864.....	158,755	175,482	243,150	186,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865.....	305,554	248,331	289,403	196,580	234,612	321,813	244,121	306,231	359,489	307,523	270,073	201,779	3,313,514
1866.....	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1863.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,180	551,122	435,945	407,688	2,311,544
1864.....	273,876	317,839	390,355	421,363	466,830	566,145	490,710	510,306	609,605	729,759	716,378	593,400	6,114,566
1865.....	641,005	482,164	499,296	468,558	686,623	747,944	702,661	767,608	946,707	921,886	746,191	546,009	7,968,980
1866.....	523,566	405,634	528,744	618,736	735,082	922,892	776,990	778,234	989,063	1,210,654	.....	.....	.....
<b>Chicago and Great Eastern:</b>													
1861.....	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,763	26,354	25,461	211,077
1862.....	24,243	24,344	22,778	19,407	22,411	22,518	21,401	31,693	31,767	36,578	35,981	37,440	323,656
1863.....	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,356	60,895	528,364
1864.....	47,393	56,655	67,822	61,312	69,182	68,178	53,518	88,458	87,687	97,876	94,543	78,111	860,495
1865.....	77,878	77,242	83,450	75,514	76,674	91,977	91,075	106,589	118,610	116,293	116,293	91,584	1,103,821
1866.....	90,416	79,430	111,102	107,072	120,460	118,960	86,037	107,051	103,037	126,998	.....	.....	.....
<b>Erie:</b>													
1861.....	404,507	391,932	458,560	547,174	606,610	490,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862.....	699,097	601,595	638,008	626,070	587,416	528,842	595,024	615,962	766,421	585,153	902,906	863,559	8,400,734
1863.....	845,095	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,254	1,024,649	1,036,321	10,469,481
1864.....	984,837	984,133	1,114,508	1,099,507	1,072,282	1,041,976	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	12,429,643
1865.....	1,001,007	947,140	1,256,589	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,536,615	1,435,659	1,522,472	1,429,763	15,434,775
1866.....	1,187,188	983,856	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290,330	1,411,347	1,480,261	.....	.....	.....
<b>Illinois Central:</b>													
1861.....	321,844	276,268	229,334	199,483	177,829	199,280	268,983	269,862	284,020	243,249	224,401	224,401	2,309,612
1862.....	190,130	236,637	151,084	191,648	206,246	269,282	261,079	352,786	414,543	410,356	372,598	350,463	3,445,827
1863.....	229,944	271,085	276,643	289,224	324,687	407,992	343,929	511,305	478,578	496,433	437,079	424,031	4,671,028
1864.....	327,900	416,588	459,762	426,797	466,372	510,100	433,673	640,179	709,286	661,391	657,141	608,403	6,329,447
1865.....	571,536	528,972	616,865	616,608	660,573	617,682	578,403	747,469	739,736	641,559	643,587	618,098	7,181,208
1866.....	582,823	512,628	616,822	606,773	607,830	606,025	467,115	586,074	551,021	639,195	.....	.....	.....
<b>Marquette and Cincinnati:</b>													
1862.....	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	612,218
1863.....	38,203	53,778	60,540	64,306	55,326	40,706	59,704	52,864	77,112	85,059	76,764	68,963	710,225
1864.....	77,010	74,409	89,901	72,559	83,995	78,697	91,809	90,972	93,078	93,548	96,908	95,453	1,038,165
1865.....	96,672	87,791	98,763	75,607	76,248	107,625	104,608	115,184	125,252	116,495	116,146	105,767	1,224,055
1866.....	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	109,333	111,444	.....	.....	.....
<b>Milwaukee and Prairie du Chien:</b>													
1861.....	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862.....	85,903	62,907	47,010	61,759	130,213	144,815	108,721	76,163	109,661	154,369	122,272	61,535	1,163,734
1863.....	67,150	76,132	44,925	83,177	106,967	111,260	71,587	69,553	155,417	206,055	138,342	112,913	1,247,268
1864.....	102,749	115,135	85,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865.....	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,695	228,840	110,664	1,955,712
1866.....	121,776	84,397	72,135	108,982	267,488	262,172	170,795	116,224	160,989	245,701	.....	.....	.....
<b>Michigan Southern &amp; Northern Indiana:</b>													
1861.....	140,925	116,938	153,170	186,951	170,862	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862.....	165,152	153,728	157,500	183,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,947,833
1863.....	248,784	230,608	267,227	268,613	264,935	241,236	189,145	238,012	308,106	376,567	332,560	348,043	3,302,641
1864.....	256,600	304,445	338,454	330,651	267,126	315,258	278,891	368,862	402,219	407,107	443,364	411,806	4,120,153
1865.....	365,995	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,805	524,760	495,072	351,799	4,826,722
1866.....	512,546	277,234	412,393	409,427	426,493	392,641	338,499	350,452	429,191	500,404	.....	.....	.....
<b>Michigan Central:</b>													
1861.....	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	307,353	242,089	200,134	2,124,314
1862.....	220,159	159,658	151,902	175,696	186,039	174,002	172,180	216,624	295,955	322,389	307,474	258,634	2,660,702
1863.....	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,302	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	355,663	329,105	413,501	460,661	490,694	447,870	328,560	4,504,540
1866.....	282,438	265,796	337,158	343,737	365,196	335,083	324,936	359,645	429,160	493,640	.....	.....	.....
<b>Milwaukee and St. Paul:</b>													
1864.....	51,965	46,474	64,993	83,202	131,448	128,970	99,062	86,482	164,710	221,638	198,135	129,227	1,402,106
1865.....	95,181	86,528	95,905	100,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,601
1866.....	131,707	122,621	124,175	121,904	245,511	243,944	209,199	183,223	275,906	304,257	.....	.....	.....
<b>New York Central:</b>													
1861.....	489,065	420,798	627,051	659,688	677,073	568,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862.....	331,963	317,161	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,696,244
1863.....	820,272	790,167	867,590	911,397	839,128	841,165	818,512	840,450	1,079,651	1,041,822	1,045,401	1,167,818	11,069,858
1864.....	921,831	936,587	1,059,023	1,103,664	1,044,435	1,029,736	1,055,793	1,2					

## AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers, (r) that the company is in default in its interest, "S. F.," Sinking Fund, "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1897		1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	94
Convert. (guar. by Dir.)	160,000	7			1898		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	72
1st Mortgage convertible	835,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Albany and Susquehanna:							Income bonds	51,000	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97 1/2
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	89 1/2
Atlantic and Gt. Western:							Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	96
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80	Consolidated Sinking Fund	647,488	7	F. M. A. & N.	"	1915	84
2d Mortgage	774,700	7	April & Oct.	"	1881	75	Equipment Bonds	270,438	7	Jan. & July.	"	1874	
1st Mortgage, Penn.	2,324,800	7	"	"	1877	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	96
2d Mortgage	918,500	7	Jan. & July.	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1885	75
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85	Cincinnati, Hamilton and Dayton:						
2d Mortgage	2,880,000	7	Jan. & July.	"	1883	98	1st Mortgage	379,000	7	Jan. & July.	New York.	1887	110
1st Mortgage, Buffalo Extension	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	"	1880	116
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		Cincinnati and Zanesville:						
Consolidated Bonds	16,833,500	7	Quarterly.	London.	1890		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	3d Mortgage	587,000	8	March & Sept.	"	1876 1/2	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N. Y., P. & Bos.	1887-70		Hubbard Branch	105,000	7				
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling Bds of 1893.	3,000,000	5	Jan. Ap. Ju. Oc.	London.	1893		Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Mortgage Coupon	1863.	6	April & Oct.	Baltimore.	1885	98	Dividend Mortgage	1,000,000	7	"	"	1880	
"	1860.	6	Jan. & July.	"	1880	98	Cleveland and Pittsburg:						
"	1855.	6	Jan. & July.	"	1878	98	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	98
"	1834.	6	Jan. Ap. Ju. Oc.	"	1867	100	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	82
Balt. City Loan of 1855	6,000,000	6	Jan. & July.	"	1890	98	4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1882	77
Bay de Noquet and Marquette:							River Line bonds	4,000	7		"	1887	
Income	100,000	8	April & Oct.	Boston.	1870		Dividend bonds	16,725					
Bellefontaine and Indiana:							Income bonds	3,500					
1st Mortgage convertible	268,000	7	Jan. & July.	New York.	1866	101 1/2	Clev., Columbus and Cin.						
1st Mortgage extended	422,000	7	"	"	1870-90		1st Mortgage, Coupon	478,000	7	Jan. & July.	New York.	1864-90	
2d Mortgage	116,000	7	"	"	1870		Cleveland and Toledo:						
Income bonds	87,000				1870		Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Baltimore and Delaware:							Junction 1st Mortgage 2d Div.	148,000	7	June & Dec.	"	1872	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85	C. & T. Mortgage Bonds	300,000	7	April & Oct.	"	1886	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81	C. and T. Income (convertible).	6,000	7	March & Sept.	"	1870	
2d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877		C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	"	1885	103
Boston Concord and Montreal:							Columbus and Xenia:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		Dividend	36,650		June & Dec.	New York.	1866	
2d Mortgage	800,000	7	"	New York.	1865		Mortgage	245,000					
1st Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97	Connecticut River:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	90	Mortgage	250,000	6	March & Sept.	Boston.	1878	91 1/2
Sinking Fund	536,000	6	"	Boston.	1889	97	Connecticut and Passump. Rivers:						
Boston and Lowell:							1st Mortgage	605,700	6	June & Dec.	Boston.	1876	95 1/2
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100 1/2	Cumberland Valley:						
"	200,000	6	"	"	1879	99 1/2	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
Buffalo, New York and Erie:							2d Mortgage	109,500	8	"	"	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	99	Dayton and Michigan:						
2d Mortgage coupon	380,000	7	May & Nov.	"	1872	108	1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
Buffalo and State Line:							2d Mortgage	2,622,000	7	"	"	1881	103
1st Mortgage	500,000	7	April & Oct.	New York.	1868	101	3d Mortgage	642,000	7				
Income 1/2 in '90, 1/2 in '72	200,000	7	Jan. & July.	"	var.		Toledo depot bonds	189,500	7				
Special Erie and North-East	149,000	7	"	"	1871-70		Funded Interest	34,250	7				
Burlington and Missouri:							Dayton and Western:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Convertible bonds	500,000	7	Jan. & July.	"	1870		2d Mortgage	250,000	7	June & Dec.	"	1880	40
Old Road bonds	121,160	7					Delaware:						
Camden and Amboy:							1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102 1/2
English debt (S. F.) £400,300	1,037,452	6	Semi-annual.	London.	1880		Guaranteed	100,000	6	"	"	1875	106
American Loan	3,120	6	"	New York.	1864		State Loan	170,000	6	"	"	1876	
Loan for \$500,000	211,800	6	"	"	1867	100	Delaware, Lackawanna and W'n:						
" \$800,000	364,100	6	"	"	1870	98	1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
" \$875,000	675,000	6	"	"	1875	92	1st Mortgage (E. Extension)	1,499,000	7	"	"	1876	101
" \$1,700,000	1,700,000	6	"	"	1883	98	2d Mortgage	2,516,500		March & Sept.	"	1881	99
" \$2,500,000	867,000	6	"	"	1889	92 1/2	Des Moines Valley:						
Consolid. Mort. Loan \$5,000,000	4,420,400	6	"	"	1889	95 1/2	1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Camden and Atlantic:							Income	348,000	7	Jan. & July.	"	1884	80
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85	Detroit and Milwaukee:						
Oakawana:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage	1,000,000	8	"	"	1886	
Oayuga and Susquehanna:							3d Mortgage (convertible)	750,000	10	"	"	1883	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		4th Mortgage (G. W. R. R.)	500,000	8				
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	103	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
2d Mortgage	600,000	7	May & Nov.	"	1876	100 1/2	Construction bonds, 2d Div'n	686,000					
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	90	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96 1/2
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865		3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	98
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	1st M. (State) \$75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	1866-71	
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6			1876	
4th Mortgage (S. F.)	1,385,800	7	"	"	1875	85	East Tennessee and Georgia:						
Income	1,192,300	7	Jan. & July.	"	1875-70		State, 1st Mortgage	970,000					
Charleston and Savannah:							Endorsed by State of Tennessee	160,000					
1st Mortgage (endorsed)	510,000	6					Mortgage (ordinary)	700,688					
2d Mortgage	1,000,000	7					East Tennessee and Virginia:						
Chesapeake:							State, 1st Lien	1,002,000					
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95 1/2	Endorsed by State of Tennessee	200,000					
Chicago, Burlington & Quincy:							1st Mortgage (after State)	100,000					
Trust Mort. S. F., convertible	358,000	8	Jan. & July.	New York.	1883	111	Redeemable in Stock	66,950					
" " " " " " " "	3,169,000	8	"	"	1883		Eaton and Hamilton:						
Plain Bonds, dated Sept. 20, 1890	680,000	7	March & Sept.	"	1890		1st Mortgage	757,734	1			var.	
2d Mortgage, inconvertible	941,000	4 1/2	July.	Frankforto.M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	100	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	"	1868		Evansville and Crawfordsville:						
C. B. & Q. Scrip	457,408	8	Jan. & July.	Frankforto.M.			Mortgage Bonds	1,000,000	7			1869	
Chicago and Alton:							Mortgage Bonds	150,000	7			1881	
1st Mortgage	3,400,000	7	Jan. & July.	New York.	1893	100 1/2	Florida:						
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	98	Internal Improvement (State)	1,855,000	7			1891	
Income Bonds	1,100,000	7	May & Nov.	"	1883	94	Free Land, 2d Mortgage	1,400,000	8			1891	



(\*) signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, "S. F.," Sinking Fund, "var," that the bonds fall due at different periods.

Description.	Amount	Interest.	Interest.		D	Price.	Description.	Amount.	Interest.	Interest.		Dec.	P. ce.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.: Internal Improvement (State)- Free Land, 2d Mortgage	\$300,000 200,000	7 8			1891 1891		Memphis and Charleston State (Tenn.) Loan 1st Mortgage	\$1,591,990 1,254,000	6 7	Jan. & July. May & Nov.	New York. "	1880 "	
Galena and Chicago Union: 1st Mortgage Coupon 2d Mortgage (S. F.) Coupon Elgin and State Line Mississippi River Bridge	1,963,000 1,086,000 189,000 200,000	7 7 7 7	Feb. & Aug. May & Nov. Jan. & July. Jan. & July.	New York. " " "	1882 1875 1879 1884	100 98 -- --	Michigan Central: 1st Mortgage Sterling 1st Mortgage St'g (convertible). 1st Mortgage (convert.) Dollar 1st Mortgage (convert.) Dollar 1st Mortgage (S. F.) convertible	467,489 600,000 1,995,500 247,000 4,253,500	6 8 8 8 8	Jan. & July. March & Sept. " " April & Oct. " "	London. " N.Y. & Boston " "	1872 1869 1869 1882 1882	-- -- 106 110 110
Great Western, Ill.: 1st Mortgage Western Division " Eastern	1,000,000 1,350,000	10 7	April & Oct. Feb. & Aug.	New York. "	1863 1865	106 1024	Mich. Southern and N'n Indiana: Northern Indiana, 1st Erie and Kalamazoo Northern Indiana, Plain Goshen Air Line Detroit and Toledo 1st General Mortgage (S. F.) 2d General Mortgage	4,000 37,000 1,600 631,000 734,000 4,855,000 2,253,500	7 7 7 7 7 7 7	Feb. & Aug. March & Sept. Feb. & Aug. " " " " May & Nov. " "	New York. " " " " " "	1861 1862 1863 1868 1870 1886 1877	-- -- -- 95 944 97 964
Hannibal and St. Joseph: Missouri State Loan (1st lien) Land Security Convertible Bonds	3,000,000 3,344,600 822,000	6 7 7	Jan. & July. April & Oct. Jan. & July.	New York. " "	73-78 1881 1883	83 92 97	Harrisburg and Lancaster: New Dollar Bonds Hartford and New Haven: 1st Mortgage Housatonic: 1st Mortgage	661,000 927,000 927,000 202,500	6 6 6 6	Jan. & July. Feb. & Aug. Jan. & July.	Philadelphia. New York. Bridgeport.	1883 1883 1877	100 99 -- --
Houston and Texas Central: State (1st Lien) Loan Mortgage Hudson River: 1st Mortgage 2d Mortgage (S. F.) 3d Mortgage Convertible	210,000 125,000 4,000,000 2,000,000 1,840,000 1,002,000	7 7 7 7 7 7	Feb. & Aug. June & Dec. May & Nov. "	New York. " " "	76-70 1885 1875 1867	1024 104 104 100	Hudson River: 1st Mortgage 2d Mortgage (S. F.) 3d Mortgage Convertible Illinois Central: Optional Right Bonds Construction Construction Redemption bonds	1,200,000 1,007,863 529,000 1,000,000 400,000 688,556 3,612,000 691,000 513,500	7 7 6 7 8 7 7 7 7	Jan. & July. " " " " Jan. & July. " " " " " " " " " "	New York. " " " " " " " "	-- -- -- 184 61	
Indianapolis and Cincinnati: 1st Mortgage 2d Mortgage Real Estate Mortgage Ind. Pittsburg and Cleveland: 1st Mortgage 2d Mortgage Indianapolis and Madison: Mortgage Jeffersonville: 1st Mortgage 2d Mortgage Joliet and Chicago: 1st Mortgage (S. F.) Joliet and N. Indiana: 1st Mortgage (guar.) Kennebec and Portland: 1st Mortgage (City and Town) 2d Mortgage Kentucky Centr. (Gov. and Lex.) 1st Mortgage 1st Mortgage 2d Mortgage (convertible) 3d Mortgage Guaranteed by Covington	500,000 400,000 200,000 650,000 347,000 640,000 187,000 392,000 500,000 800,000 900,000 230,000 160,000 260,000 1,006,000 600,000 200,000	7 7											

## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.		Due	Price	Description	Amount	Interest	Interest.		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Racine and Mississippi:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1867		1st Mortgage (Eastern Division)	\$680,000	8		New York.		
North-Eastern (S. C.):							1st Mortgage (West'n Division)	767,000	8		"	1875	35
1st Mortgage	700,000						Raleigh and Gaston:						
2d Mortgage	234,500						Coupon	100,000				1882	
Northern Central:							Richmond and Danville:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	due.		State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Md. State Loan (irredeemable)	1,500,000	6		"			Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Mortgage (Registered)	504,000				1873	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	Jan. & July.	"	1877	91	Richmond, Fred. and Potomac:						
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1886	88½	Sterling (£267,000)	324,000	6			1890	
North Missouri:							Richmond and Petersburg:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½	Coupon	159,000				1875	26½
North Pennsylvania:							Rutland and Burlington:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1883	123
Chattel Mortgage	300,000	10	"	"	1887	110	2d Mortgage	987,500	7	"	"	1883	61
Northern (N. H.):							3d Mortgage	440,000	7	"	"	1883	1
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92	Sacramento Valley:						
Norwich and Worcester:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		2d Mortgage	320,000	10	Feb. & Aug.	San Francisco.	1881	
Bonds for Dividend Scrip.	59,000	7	"	New York.	'64-'74		Sandusky, Dayton and Cincinnati:						
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70		1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
Ohio and Mississippi:							2d Mortgage	16,000	7			1886	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92	3d Mortgage	148,000	7			1875	
1st Mortgage—Western	850,000	7	"	"	1872		Six per cents	73,972	6			1878	
2d Mortgage—Western	750,000	7	"	"	1874		Sandusky, Mansfield and Newark:						
Orange and Alexandria:							1st Mortgage	1,200,000	7	Jan. & July.	New York.	1886	
1st Mortgage	400,000	6	May & Nov.	New York.	1868		Saratoga and Whitehall:						
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		1st Mortgage	250,000	7½	April & Oct.	New York.	1883	
2d Extension	600,000	8	May & Nov.	"	1873		1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1866	
Orleansburg & Lake Champlain:							Seaboard and Roanoke:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100	1st Mortgage	300,000	7			1880	
2d Mortgage (now stock)						74	3d Mortgage	75,000	7			1870	
Oswego and Syracuse:							South Carolina:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80		State Loan	187,000	5			1868	
Pacific (Mo.):							Domestic Bonds	650,000	5			'69-'74	
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	88½	Domestic Bonds, past due	234,000	5				
State Loan (S. W. Branch)	1,288,000	6	"	"	'87-'89		Sterling	2,000,000	5	Jan. & July.	London.	1886	
Construction Main Line	1,500,000	7	"	"		86	Southern Mississippi:						
Construction S. W. Branch	3,232,000	7	"	"			1st Mortgage	500,000					
St. Louis County bonds	700,000	7	"	"	1885		South-Western (Ga.):						
Panama:							1st Mortgage	631,000				1875	
1st Mortgage Sterling	418,000	7	April & Oct.	London.	1870	101½	Stenbony and Ind. (P. C. and C.):						
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		Sanbury and Erie:						
Peninsula:							1st Mort. (Sanbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	86
1st Mortgage	1,029,000	7	March & Sept.	New York.	1893	80	Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'78	
Pennsylvania:							Syracuse, Binghamton and N. Y.:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102½	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98	St. Louis, Alton & Terre Haute:						
3d Mortgage Sterling	2,283,840	6	"	London.	1876		1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	" (series B)	1,100,000	7	April & Oct.	"	1894	
Penobscot and Kennebec:							" (series C)	1,400,000	7	Feb. & Aug.	"	1894	84
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75		" (series D)	1,400,000	7	May & Nov.	"	1894	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		" Income (series E)	1,700,000	7	"	"	1894	78
Peoria and Oquawka:							Toledo, Peoria & Warsaw:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1882		1st Mortgage	1,300,000	7	June & Dec.	New York.	1894	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		Terre Haute and Richmond:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1866	
State (Va.) Loan (S. F.)	800,000	7					Toledo and Wabash:						
1st Mortgage (1889-'70-'75)	366,000	6				var.	1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1866	93
2d Mortgage (1892-'70-'75)	378,000	6				var.	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1866	
Special Mortgage (1865-'68)	175,000	6				var.	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	77
Last Mortgage (1861 to 1869)	123,500	8				var.	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
Phila. German'n and Norris'n:							Sinking Fund Bonds	152,255	7				86
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Equipment bonds	600,000	7				68
Convertible Loan	292,500	6	"	"	1885	119	Vermont Central:						
Philadelphia and Reading:							1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	119
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1847		2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	39
" 1836	182,400	5	"	"	1880		Vermont and Massachusetts:						
" 1849	2,095,600	6	April & Oct.	"	1870	95	Mortgage Bonds	924,906	6	Jan. & July.	Boston.	1883	95
" 1861	106,000	6	Jan. & July.	"	1871	96	Vermont Valley:						
" 1843	1,525,800	6	"	"	1880	95	1st Mortgage	388,000	7	April & Oct.		1860	
" 1844	804,000	6	"	"	1880	95	1st Mortgage	114,000	6	"		1860	
" 1845	101,000	6	"	"	1880	95	2d Mortgage	293,200	7	"		1859	
" 1849	67,000	6	"	"	1880	95	Virginia Central:						
1857, (convertible)	415,500	8	"	"	1886	116½	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
1856	60,000	7	"	"	1886		Mortgage (coupons)	198,000	6	"	Rich'm'd &	1872	
Bonds and mort. on Real Estate	636,362						Mortgage (coupons)	926,000	6	"	New York.	1884	
Phila., Wilmington and Baltimore:							Virginia and Tennessee:						
Mortgage Loan	498,000	6	Jan. & July.	Philadelphia.	1884	98½	State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
Pittsburg and Connellsville:							1st Mortgage	600,000	6	"	New York.	1872	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½	2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
Pittsburg, Ft. Wayne and Chicago:							Salt Works Br. Mort. due '58-'61	208,000	6	"	Lynchburg.	var.	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104½	Warren (N. J.):						
" (series B)	875,000	7	Feb. & Aug.	"	1912		1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
" (series C)	875,000	7	Mar. & Sept.	"	1912		Warwick Valley, N. Y.:						
" (series D)	875,000	7	April & Oct.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
" (series E)	875,000	7	May & Nov.	"	1912		2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
" (series F)	875,000	7	Jun. & Dec.	"	1912		Watertown and Rome:						
" (series G)	875,000	7	Jan. & July.	"	1912	98	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
" (series H)	860,000	7	Feb. & Aug.	"	1912		Western (Mass.):						
" (series I)	320,000	7	Mar. & Sept.	"	1912		Sterling (£299,900)	4,819,520	5	April & Oct.	London.	'68-'71	
" (series K)	860,000	7	April & Oct.	"	1912		Dollar Bonds	950,000	6	"	Boston.	1875	100
" (series L)	860,000	7	May & Nov.	"	1912		Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100½
" (series M)	860,000	7	June & Dec.	"	1912		Elmira and Williamsport:						
3d	2,000,000	7	April	"	1912	90	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Ridge Bonds	103,500	7	May & Nov.	Philadelphia.	1876		Wilmington and Manchester:						
Pittsburg and Steubenville:							1st Mortgage	500,000	7	May & Nov.	New York.	1868	
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		2d Mortgage	200,000	7	"	"	1872	
Potdam and Watertown:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74		Mortgage payable in England	443,555	6	Jan. & July.	London.	1863	
Quincy and Chicago:							Sterling, issued in 1858	144,500	6			1863	
1st Mortgage	1,200,000				1873		Company's endorsed by State.	150,000	6			1873	



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "all." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.								
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.		
ALABAMA.																						
30 Jun. '60	66.0	---	---	---	50.6	---	---	Alabama and Florida	1,451,386	*	---	877,953	503,500	105,255	1,515,704	64.0	---	101,102	87,866	---	---	
28 Feb. '59	30.8	---	---	---	58.1	2	19	Alabama and Mississippi	461,505	30,991	---	335,010	109,500	21,632	518,965	30.3	---	55,791	31,832	---	---	
31 May '60	109.6	---	---	---	57.8	11	102	Ala. and Tennessee Rivers	2,281,927	184,906	---	1,067,006	777,777	240,485	2,476,023	109.6	---	207,629	111,232	---	---	
30 Jun. '59	57.0	---	---	---	171.3	---	---	Mobile and Girard	1,500,000	---	---	---	---	---	---	57.0	236,791	76,773	21,006	---	---	
1 May '61	409.3	13.6	---	---	49.4	40	28	Mobile and Ohio	12,000,000	---	---	---	---	---	---	---	---	1,402,858	696,370	---	---	
29 Feb. '60	88.6	28.4	---	---	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,682,505	116.9	---	505,156	260,269	6	---	
ARKANSAS.																						
3 Nov. '58	38.5	---	---	---	107.5	---	---	Memphis and Little Rock	553,877	*	---	351,524	446,000	10,725	811,949	---	---	---	---	---	---	
CALIFORNIA.																						
30 Dec. '60	22.5	---	---	---	---	---	---	Sacramento Valley	1,493,350	*	---	793,350	700,000	---	1,493,350	22.5	---	230,251	104,594	---	---	
CONNECTICUT.																						
31 July '65	23.8	---	---	---	1.9	6	5	Danbury and Norwalk	345,798	66,453	8,256	306,900	100,000	---	---	23.8	58,846	103,333	26,249	3	---	
31 Jan. '66	122.4	---	---	---	17.7	75.1	18	20	Hartford, Provid. and Fishkill	3,902,366	302,511	2,037,940	1,936,740	---	---	122.4	319,433	644,726	166,189	---	---	
31 Aug. '66	61.4	19.2	---	---	66.2	26	32	416	Hartford and New Haven	3,234,237	254,000	3,000,000	927,000	132,497	4,794,566	75.2	495,002	1,591,804	511,677	12	175	
31 Dec. '65	74.0	---	---	---	8.9	10	12	261	Housatonic	2,439,775	---	347,819	2,000,000	292,500	160,848	2,787,594	124.0	192,989	478,095	65,463	---	
31 Dec. '65	57.0	---	---	---	2.0	8	11	188	Naugatuck	1,455,639	---	---	1,100,000	295,000	34,065	---	62.0	159,074	419,469	135,922	10	---
28 Feb. '66	50.0	---	---	---	2.6	8	10	---	N. Haven, N. London and Ston.	1,454,040	---	---	738,538	766,000	---	62.0	---	67,143	loss.	---	---	
30 Nov. '65	76.2	---	---	---	9.3	4	2	16	New Haven and Northampton	1,787,555	---	---	1,010,000	628,800	9,442	85.0	48,662	172,500	74,758	2	---	
31 Dec. '65	66.0	20.0	---	---	5.9	14.0	8	12	54	New London Northern	861,135	---	10,807	700,000	132,814	18,746	871,742	202,567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	---	---	63.8	---	---	37	412	New York and New Haven	4,656,302	970,220	855,456	5,000,000	2,000,000	140,785	8,081,181	629,209	1,982,213	549,334	9	117
30 Nov. '65	59.4	7.0	---	---	8.2	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,962,861	66.4	329,984	714,058	268,306	9	115
DELAWARE.																						
31 Oct. '60	84.3	---	---	---	10.7	---	---	Delaware	1,552,257	---	---	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	---	---	
31 Oct. '62	16.2	---	---	---	---	---	---	Newcastle and Frenchtown	704,900	---	18,555	744,520	---	---	5,024	749,544	5.0	---	27,283	10,290	9	---
FLORIDA.																						
30 Apr. '66	154.2	---	---	---	150	---	---	Florida	632,701	30,586	---	191,485	195,000	75,894	619,112	32.0	---	7,957	3,335	---	---	
30 Apr. '66	32.0	---	---	---	3.0	13.0	8	1	6	Florida and Alabama	---	---	---	---	---	---	---	---	---	---	---	
30 Apr. '66	59.9	---	---	---	5.0	---	---	---	Fla. Atlantic and Gulf Central	---	---	---	---	---	---	---	---	---	---	---	---	
30 Apr. '66	100.0	8.9	---	---	10.0	153.6	---	---	Pensacola and Georgia	---	---	---	---	---	---	---	---	---	---	---	---	
GEORGIA.																						
30 Jun. '66	86.7	---	---	---	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232,000	36,500	22,721	1,296,541	86.7	---	415,411	54,648	4	---	
30 Jun. '66	92.6	---	---	---	8.7	70.9	---	---	Atlantic and Gulf—M. Trunk	---	---	---	---	---	---	---	---	---	---	---	---	
31 Dec. '60	53.0	---	---	---	---	---	---	---	Augusta and Savannah	1,032,200	---	733,700	129,500	---	---	---	---	168,988	96,012	---	---	
30 Apr. '60	43.5	---	---	---	23.7	---	---	---	Brunswick and Florida	756,000	---	151,887	---	---	---	---	---	---	---	---	---	
30 Nov. '60	191.0	---	---	---	53	62	697	---	Central of Georgia (and Bank)	4,366,800	---	4,366,800	---	---	6,590,173	229.0	879,468	1,715,025	764,574	10	---	
31 Mar. '60	171.0	61.0	---	---	---	---	---	---	Georgia (and Bank)	4,156,000	---	1,003,650	4,156,000	312,500	---	8,123,343	232.0	---	1,159,188	528,043	8	---
30 Nov. '60	102.5	---	---	---	19	16	171	---	Macon and Western	1,500,000	---	1,500,000	---	---	12,295	1,658,976	102.5	226,241	404,618	212,676	19	---
31 July '59	50.0	---	---	---	7	2	107	---	Muscogee	774,244	162,534	689,950	249,000	---	1,026,863	50.0	---	202,714	110,516	8	---	
1 May '58	68.1	---	---	---	3	4	33	---	Savannah, Albany and Gulf	1,386,634	62,374	1,275,901	10,200	180,621	1,478,140	71.6	---	404,618	212,676	19	---	
31 July '60	106.1	100.8	16.2	---	18	22	201	---	South Western	3,770,425	---	2,921,900	896,500	19,913	3,822,913	228.8	---	388,553	13	---	---	
30 Sep. '59	138.0	---	---	---	52	24	705	---	Western and Atlantic	5,901,497	---	built and owned by State.	---	---	---	138.0	---	882,343	454,541	---	---	
ILLINOIS.																						
31 Dec. '65	230.0	---	---	---	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,228	10,008,224	230.0	1,450,280	3,540,092	1,833,517	84	106	
30 Apr. '66	317.0	---	---	---	111	54	2,142	Chic., Burlington and Quincy	12,777,552	2,070,210	2,070,679	10,103,010	6,754,406	204,207	17,518,440	400.0	2,083,580	5,176,558	2,799,435	31	132	
31 May '66	242.0	688.0	---	---	154	94	1,145	Chicago and Northwestern	37,323,791	*	2,356,680	26,155,641	12,020,483	825,398	39,680,452	330.0	---	9,820,760	1,802,272	---	444	
31 Mar. '66	181.8	---	---	---	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	---	10,316,704	228.4	1,234,851	3,154,236	1,442,781	10	1044	
31 May '66	174.5	5.5	14.3	---	21	22	504	Great Western	4,039,561	---	---	1,648,561	2,350,000	---	4,214,342	180.0	---	742,097	377,476	---	---	
31 Dec. '65	464.8	252.5	---	---	148	76	3,397	Illinois Central	30,529,844	---	---	23,374,406	13,231,500	---	40,668,060	708.3	5,507,466	7,181,208	2,174,924	10	1194	
31 Dec. '65	118.0	---	---	---	112	15	6	234	Toledo, Peoria & Warsaw	4,363,624	525,000	92,307	3,104,654	1,600,000	114,962	4,970,931	111.0	224,563	580,333	250,186	---	---
31 Dec. '65	195.0	14	12.2	---	46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000	---	---	4,000,000	6,700,000	---	10,700,000	209.0	---	2,240,744	485,668	---	41	
INDIANA.																						
31 Aug. '65	132.0	---	---	---	41	23	765	Chicago and Great Eastern	---	---	---	4,300,000	5,600,000	---	---	224.0	---	559,128	246,720	---	344	
31 Dec. '62	72.4	---	---	---	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	---	---	
31 Dec. '62	72.4	---	---	---	19	17	266	Indiana Central	1,667,089	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	---	442,893	158,541	---	---	
31 Dec. '58	89.8	20.2	---	---	23	19	813	Indianapolis and Cincinnati	2,497,952	640,043	26,689	1,699,900	1,382,284	140,689	3,458,109	110.0	---	448,858	230,834	9	87	
31 Dec. '64	84.0	---	---	---	15	---	---	Ind., Pittsburg and Cleveland	2,375,556	---	240,222	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	---	---	
1 Dec. '62	78.0	---	---	---	15	14	201	Jeffersonville	1,549,518	---	278,334	1,015,907	621,000	---	2,175,223	108.0	---	527,865	268,156	---	---	
31 Mar. '64	86.0	46.0	---	---	17	10	263	Indianapolis and Madison	1,464,347	---	---	819,900	640,000	---	1,583,793	132.0	---	316,172	117,941	6	100	
30 Nov. '65	288.0	---	---	---	---	---	---	Louisv., N. Albany & Chicago	6,000,000	---	---	2,800,000	3,000,000	2,000,000	6,000,000	288.0	---	646,827	371,400	---	190	
30 Nov. '65	73.0	---	---	---	26	26	664	Terre Haute and Indianapolis	1,988,150	---	967,278	1,928,150	60,000	218,000	2,965,428	73.0	411,278	1,248,726	598,671	12	160	
IOWA.																						
30 Apr. '66	76.5	---	---	---	178.5	11	8	775	Burlington and Missouri River	3,215,917	---	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	---	---
31 Dec. '64	100.0	---	---	---	220.0	11	7	187	Dubuque and Sioux City	4,778,123	63,951	3,649,396	960,000	27,364	4,991,849	100.0	200,813	412,156	162,268	---	---	
1 Jan. '65	38.5	---	---	---	101.3	4	64	Keok. Ft. Des Moines & Minn.	1,087,876	82,499	---	921,449	570,000	---	---	38.5	11 mo's.	458,821	21,356	---	---	
30 Jun. '65	135.0	95.0	---	---	312.0	---	---	Mississippi and Missouri	10,716,562	---	---	3,452,300	7,145,262	118,000	10,716,562	230.0	---	---	---	---	---	
KENTUCKY.																						
31 Oct. '59	89.0	---	---	---	---	---	---	Covington and Lexington	3,743,971	276,024	---	1,582,169	2,990,000	337,532	4,375,998	111.8	---	426,408	227,534	---	---	
30 Jun. '66	20.0	---	---	---	3.1	---	---	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729							

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not ascertained." Land-Grant Railroads are in *italics*.

Year ending	Railroad				Equipment			Companies	Abstract of Balance Sheet										Earnings				
	Main Line	Lateral and Branch Lines	2nd Track and Sidings	Road in progress or projected	Cars				Property and Assets				Liabilities				Total, incl. all other assets and liabilities	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Gross	Net	Dividends	Price of shares
					Engines	Passenger	Freight, etc.		Railroad and Appurtenances	Rolling Stock	Other Assets	Share Capital paid in	Bonds and Mortgage Debt	Other Liabilities									
															No	No							
MAINE.																							
30 Nov. '62	55.0				6	4	74	Androscoggin	1,050,000					151,833	444,838	205,584	757,381	63.5	76,244	79,761	43,461		
30 Jun. '63	149.0		25.0		41	17	349	Atlantic and St. Lawrence	7,654,939					2,494,900	3,471,560	1,985,870	7,962,330	149.0	878,873	1,116,113	177,873		45
31 Dec. '63	63.0	9.5	8.0		12	11	120	Portland and Kennebec	3,000,000					1,000,000	2,000,000		3,000,000	109.5	274,410	530,316	97,709		
31 May, '65	99.7				18	15	233	Maine Central	4,212,201			57,091		1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302		
31 May, '65	51.8				12	4	119	Portland, Saco and Portsmouth	1,491,207			100,000		1,500,000			1,600,004	51.3	161,956	460,222	236,767	6	104
MARYLAND.																							
30 Sep. '63	279.6	7.2			225	100	4,000	Baltimore and Ohio	21,323,338	5,621,754	11,866,933	16,151,962	10,112,584	897,839	26,811,376	298.8	2,938,010	6,509,945	4,544,097	3	112		
30 Sep. '63	30.0				7	33	187	Washington Branch	1,650,000			1,650,000			2,379,841	39.0		703,123	429,890	44	127		
31 Dec. '65	138.0	4.0	25.0		60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,941	261.0	1,642,015	3,315,510	1,325,793	8	48		
MASSACHUSETTS.																							
30 Nov. '65	84.9	14.0	6.5		12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,426,287	34.0	95,003	110,047			14		
30 Nov. '65	26.7	1.8	16.8		24	38	534	Boston and Lowell	2,445,495	192,638	381,467	1,830,600	640,000	47,118	3,020,600	70.9	413,213	752,605	172,232	6	112		
31 May, '65	74.3	8.8	50.4		37	80	744	Boston and Maine	3,965,254	446,557	973,450	4,076,974		328,388	5,386,291	104.3	747,272	1,521,159	393,812	9	181		
30 Nov. '65	47.0	7.0	32.5		28	39	889	Boston and Providence	3,392,600	207,400		3,600,000		21,500	4,218,927	61.8	450,096	1,221,104	386,338	10	140		
30 Nov. '65	44.6	24.0	60.9		32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000		765,740	6,915,789	83.6	669,234	1,697,164	537,067	10	140		
30 Nov. '65	46.0	1.1	2.7		7	10	41	Cape Cod Branch (par 60)	907,760	123,864		721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	64	66		
30 Nov. '65	60.0	2.4	9.6		12	25	158	Connecticut River	1,813,980		303,239	1,591,100	250,000	104,138	2,117,319	62.4	221,748	683,109	175,404	6	111		
30 Nov. '65	44.1	30.5	27.5		32	60	544	Eastern	4,452,999	382,965	782,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,975	490,768	6	111		
30 Nov. '65	51.0	42.5	75.9		27	29	684	Fitchburg	3,189,851	350,149	410,961	3,540,000		6,507	5,950,961	93.4	457,261	993,894	314,255	8	114		
30 Nov. '65	14.0		2.3		4	4	20	Fitchburg and Worcester	275,000			247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6			
30 Nov. '65	12.4		2.3		2	4	20	Lowell and Lawrence	382,883	30,275		200,000	75,000	2,754	387,372	(Op. by Boston & Lowell)					6		
30 Nov. '65	14.5		17.2		10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000		91,748	814,991	71.0	185,647	300,954	51,227	8	125		
30 Nov. '65	20.1	1.2	1.3		4	18	67	New Bedford and Taunton	451,982	48,018		500,000	195,500		695,500	36.7	70,108	261,745	51,118	8	101		
31 May, '65	98.6	8.3	27.5		32	56	379	Old Colony and Newport	4,433,317		2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0		1,296,643	526,448	8	104		
30 Nov. '65	18.6		0.7		1	3	—	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	40,400	102,931	31,521	3	104		
30 Nov. '65	43.4	1.0	14.9		14	14	462	Providence and Worcester	1,401,056	209,053	166,507	1,700,000		76,616	1,776,616	44.4	238,512	543,996	104,129	8	124		
30 Nov. '65	16.9		1.7		3	4	197	Salem and Lowell	382,470	81,543		243,505	228,900		470,727	(Op. by B. & L. Co.)					1	110	
30 Nov. '65	11.1	0.6	1.1		3	10	76	Taunton Branch	250,000			250,000			312,186	11.7	49,555	229,724	24,454	1			
30 Nov. '65	6.1		—	36.5				Troy and Greenfield				923,942	979,308		(Current, referred to the C. commonwealth.)								
30 Nov. '65	69.3	8.0	6.5		11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955		3,635,667	77.3	151,327	390,086	122,397	2	62		
30 Nov. '65	156.1	17.3	126.6		79	46	1,390	Western (incl. Alb. & W.S. etc.)	10,176,144	1,096,713	5,076,949	6,527,700	6,289,520	458,041	16,348,806	218.0	1,358,514	4,331,584	1,226,658	10	145		
30 Nov. '65	46.7		9.8		10	12	143	Worcester & Nashua (par 83)	1,164,398		224,309	1,141,000	35,500	62,769	1,388,706	45.7	194,712	431,506	138,750	73	122		
NEW HAMPSHIRE.																							
31 Mar. '60	93.5		5.6		14	10	232	Boston, Concord and Montreal	2,850,000		849,233	1,800,000	1,050,000		31,216	3,199,233	93.5		422,829	134,871		57	
30 Nov. '65	53.6		8.0		18	16	246	Cheshire	2,787,442		180,307	2,086,925	677,400		2,967,749	76.6	417,001	629,622	101,259	24			
31 Mar. '60	34.5		—		21	22	494	Concord (par 50)	1,000,000		171,775	1,000,000			1,171,775			151,863	8	65			
31 Mar. '60	26.9		2.3		2	—	—	Manchester & Lawrence	325,000	175,000	62,327	1,000,000			1,671,775	121.4	527,354	867,957	101,242	8	113		
31 Mar. '60	20.3		2.8		2	4	80	Merrimack and Conn. Rivers	695,285			695,285	568,000				52.7						
31 Mar. '60	69.2	13.0	12.6		23	12	463	Northern New Hampshire	3,068,400		740,296	3,068,400	151,400	254,341	3,808,696	82.2	337,789	615,728	215,973	9	100		
NEW JERSEY.																							
31 Dec. '63	64.2	11.0	8.1		74	95	171	Belvidere Delaware	3,425,075			997,112	2,193,000	259,472	3,449,585	75.2		506,459	141,445				
31 Dec. '63	61.2	42.4	74.9		—	—	—	Camden and Amboy	9,476,363		4,315,144	6,842,200	10,169,472	175,000		124.2		6,274,657	1,702,359	10	304		
31 Dec. '63	60.2		—		—	—	—	Camden and Atlantic	1,885,941			1,062,748	1,064,775	143,362	2,240,871	60.2		238,638	94,097				
31 Dec. '63	74.0	12	74.0		65	52	1,071	Central of New Jersey	11,849,791	1,283,773	523,171	10,685,949	1,509,000	838,636	13,951,735	86.0	1,187,978	3,036,390	1,287,566	10	135		
31 Dec. '63	53.0		—	45.5	24	43	274	Morris and Essex	6,837,292		145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80		
31 Dec. '63	38.9		—		35	98	180	New Jersey	3,903,171	733,154	1,798,064	5,000,000	805,000		6,434,399	33.8	654,192	1,875,981	803,323	10	123		
31 Dec. '63	21.3		—		2	6	17	Northern New Jersey	461,562			158,800	280,000	64,521	483,321	21.2	103,515	155,032	26,874				
31 Dec. '63	65.0		10		—	—	—	Raritan and Delaware Bay	3,975,499			2,520,700	1,498,800	664,885	4,694,385	81		320,644	104				
31 Dec. '63	18.2		—		—	—	—	Warren	2,008,300			1,408,300	600,000		2,608,300	18.2		272,695	118,133	54	46		
31 Dec. '63	33.5		—	47.				West Jersey	1,588,483			588,400	400,000		1,376,400			265,593	56,593				
NEW YORK.																							
30 Sep. '65	82.0		4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809		1,604,145	1,016,739	173,722	2,704,667	82.0	65,472	175,729	58,064				
30 Sep. '65	142.0		—		28	32	411	Buffalo, New York and Erie	3,389,098			950,000	2,380,000		Leased to Erie R. Co.					233,100	131	108	
30 Sep. '65	83.3		18.5		34	37	697	Buffalo and State Line	2,267,338	516,576	650,000	2,200,000	1,200,000		3,400,000	83.3	499,448	2,366,084	687,228	10	195		
31 Dec. '65	460.0	97.0	3.0		332	133	5,335	Hudson River	17,646,351		5,645,544	25,105,800	22,370,982	4,299,762	53,291,595	807.0	9,839,023	15,434,775	5,066,511	4	72		
30 Sep. '65	144.0		128.2		17	43	146	Long Island	13,250,299	2,014,287		5,653,250	7,782,840	1,107	15,264,586	150.0	1,602,279	4,455,380	994,688	8	121		
30 Sep. '65	94.0	13.0	10.6		26	28	336	New York Central	2,267,162	361,312		1,852,716	932,000		2,928,474	107.0	366,819	588,406	863,606	8	60		
30 Sep. '65	297.5	258.1	421.0		258	284	5,336	New York and Harlem	27,396,542	6,306,377	1,270,791	24,591,											



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running dot (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Passenger Cars.	Freight, etc.		Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.				
									Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.				Net.				
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.			
PENNSYLVANIA.																							
31 Jan. '80	44.0	—	—	138.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	16		
31 Dec. '80	387.0	103.0	—	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	—	1,454,305	13,441,150	30,000,000	1,790,658	48,000,780	490.0	2,647,709	5,811,233	2,125,200	—	27		
31 Oct. '80	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	—	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	83		
30 Sep. '80	74.0	—	—	—	13	12	106	Cumberland Valley	1,582,937	—	519,459	1,316,900	470,500	51,467	2,102,866	74.0	180,098	—	140,779	—	160		
31 Oct. '80	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,663,113	—	10,247,050	3,491,500	742,556	14,481,136	204.5	1,437,353	1,733,320	88,671	—	30		
31 Oct. '80	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	10		
31 Dec. '80	78.0	—	—	—	18	—	—	Elmira and Williamsport	2,620,000	—	—	1,000,000	1,620,000	—	2,620,000	78.0	302,872	580,973	199,200	—	6		
31 Oct. '80	18.5	—	—	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	133,633	—	10		
31 Oct. '80	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburgh	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	7		
31 Oct. '80	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	36.0	oper. by Penn. R.R. Co.	—	—	—	56		
31 Oct. '80	32.0	—	—	—	13	4.0	4	Hempfield	1,616,450	41,341	—	1,809,585	500,000	100,000	2,409,585	32.0	30,875	63,829	1,195	—	16		
31 Oct. '80	44.0	14.5	11.7	—	6.0	16	2	Huntingdon and Broad Top	2,089,828	—	—	685,130	1,436,082	389,318	2,610,580	58.5	173,778	352,213	73,702	—	10		
31 Oct. '80	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,576,725	121,409	5,632,250	80.0	8,733,184	638,015	80,201	—	66		
31 Oct. '80	70.0	17.5	64.0	—	62	12	2,573	Lehigh Valley	7,504,085	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,960	1,861,530	—	10		
31 Oct. '80	23.5	—	—	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	906,000	73,555	3,624,655	23.5	oper. by Reading (R. R.)	—	—	—	8		
31 Oct. '80	130.5	—	—	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	—	—	3,708,200	—	—	3,708,200	130.5	—	—	—	—	28		
31 Oct. '80	55.5	14.2	13.9	—	32	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,220,199	69.8	318,861	575,064	412,353	—	64		
31 Dec. '80	354.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,799	339.2	6,004,300	17,459,169	4,189,111	—	81		
31 Oct. '80	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,439	—	1,476,300	188,000	—	1,664,300	24.0	311,691	666,739	336,376	—	32		
31 Oct. '80	287.6	—	—	—	89	35	1,116	Phila. and (Sunbury) Erie	12,732,766	—	—	5,069,450	13,000,000	2,000	18,071,450	287.6	oper. by Penn. R.R. Co.	—	—	—	10		
30 Nov. '80	98.0	59.5	233.3	—	254	63	7,092	Philadelphia and Reading	22,280,948	3,765,774	4,561,353	20,240,673	6,900,663	—	30,608,075	98.0	3,588,809	11,149,519	4,812,271	—	66		
31 Oct. '80	26.5	—	—	—	52	85	958	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	26.5	177,433	1,030,458	346,891	—	10		
31 Oct. '80	96.0	—	—	—	83.6	—	—	Phila., Wilmington and Balt.	3,836,122	744,425	1,562,695	8,973,300	616,000	452,896	10,669,242	96.0	981,466	3,884,009	1,046,804	—	69		
31 Oct. '80	59.5	—	—	—	11.4	89.5	11	Pittsburg and Connellsville	2,361,664	198,320	—	1,774,773	1,600,000	64,208	3,784,101	72.0	272,688	594,363	130,391	—	10		
31 Dec. '80	468.5	16.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	—	3,362,312	9,312,442	12,573,000	1,697,620	26,546,698	483.5	6,623,073	8,489,062	3,258,547	—	106		
31 Dec. '80	28.0	—	—	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	—	1,291,597	28.0	144,006	316,468	116,006	—	40		
31 Oct. '80	26.4	—	—	—	8	13	31	Westchester & Philadelphia	1,331,640	145,567	—	684,036	962,300	130,840	1,777,176	26.4	138,578	247,240	200,598	—	6		
31 Oct. '80	30.6	—	—	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	—	46		
RHODE ISLAND.																							
31 Aug. '80	62.0	—	—	4.0	10	18	140	N. Y., Providence and Boston	2,568,000	—	—	1,755,381	500,000	—	2,255,381	62.0	340,600	625,041	169,323	—	105		
SOUTH CAROLINA.																							
31 Dec. '80	54.0	—	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	6	
31 Dec. '80	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	—	—	1,201,000	384,000	—	1,585,000	109.6	—	—	—	—	—		
1 Jan. '80	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	3,909,614	143.2	—	—	—	—	—		
28 Feb. '80	102.0	—	—	—	—	—	—	North-Eastern	2,011,662	—	—	985,743	960,410	108,172	2,057,325	102.0	—	—	—	—	—		
31 Dec. '80	136.0	106.0	—	—	44	28	262	South Carolina	8,520,853	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	—	—	—	—	—		
TENNESSEE.																							
30 Sep. '80	47.6	—	—	—	12	10	10	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	—	—	—	—	—		
1899	30.0	—	—	—	12	10	171	East Tennessee and Georgia	3,637,367	—	—	1,299,673	2,020,000	200,000	5,956,973	30.0	—	—	—	—	—		
1899	140.0	—	—	—	10	10	128	East Tennessee and Virginia	2,103,033	156,204	—	536,654	1,902,000	390,407	4,601,691	140.0	—	—	—	—	—		
30 Jun. '80	27.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,294	448,922	5,312,725	2,885,960	1,462,314	11,083,891	27.6	160,142	297,506	149,167	—	—		
1899	27.6	16.0	20.0	—	3.9	9	5	242	Memphis and Ohio	2,259,297	141,144	—	570,000	1,361,000	145,000	4,231,441	27.6	406,051	1,274,707	624,142	—	—	
1899	100.0	—	—	—	66.8	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	2,798,721	100.0	—	—	—	—	—		
1899	59.0	—	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	—	—	798,285	554,940	319,518	1,452,733	59.0	69,870	177,256	60,029	—	—	
1899	47.4	—	—	—	2.3	4	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	1,242,664	47.4	54,176	83,129	44,660	—	—		
1899	34.2	—	—	—	12	2	81	McMinnville and Manchester	633,807	56,818	—	144,894	406,000	5,000	1,194,691	34.2	30,005	23,808	13,892	—	—		
30 Nov. '80	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	—	—	2,054,544	1,781,000	—	5,416,544	149.7	—	—	—	—	—		
1899	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—		
1899	45.8	—	—	—	4.2	11.7	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	46.8	57,960	127,963	87,343	—	—		
1899	30.0	—	—	—	0.6	8.0	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	630,439	30.0	—	—	—	—	—		
TEXAS, (all aided by State).																							
— '80	32.0	—	—	—	158.0	—	—	Buffalo Bayou, Braz. & Col'r do	—	—	—	—	—	—	—	32.0	—	—	—	—	—		
— '80	50.0	—	—	—	184.0	—	—	Galveston, Houston & Henderson	—	—	—	—	—	—	—	50.0	—	—	—	—	—		
1 May '80	70.0	—	—	—	1.5	7.0	1	40	Houston and Brazoria	1,250,000	—	—	275,000	240,000	171,500	70.0	—	—	—	—	—		
— '80	25.0	—	—	—	6.0	280.0	7	124	Houston and Texas Central	4,232,345	—	—	455,000	975,000	369,000	70.0	102,200	282,946	196,668	—	—		
VERMONT.																							
31 May '80	110.3	—	—	—	6.6	10	10	302	Connect. & Passumpsic Rivers	2													

## PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS	Amount of shares outstanding	Div'ds Rate	Paid	Market Price
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guarantied)	900,000	7	7	---
Boston, Concord & Montreal (pref.)	1,310,400	6	6	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	7	16
Catawissa (preferred)	1,150,000	7	7	23
Chemung (guarantied)	380,000	7	7	---
Cayuga & Susquehanna (guarant.)	343,500	7	7	---
Chesapeake (preferred)	2,017,825	7	7	62
Chicago & Alton (preferred)	2,425,400	7	7	111
Chicago & Northwestern (pref.)	12,994,720	7	7	72
Coechecho (preferred)	177,750	8	8	---
Cl. & Passumpsic Rivers, (pref.)	1,732,800	10	10	78
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	7	7	---
Dubuque & Sioux City (preferred)	1,976,565	7	7	34
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	---
Elmira & Williamport (preferred)	500,000	7	7	44
Erie (preferred)	8,635,700	7	7	83
Hannibal & St. Joseph (preferred)	5,253,856	7	7	75
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	372,000	6	6	---
Lackawanna & Bloomsburg (pref.)	500,000	7	7	---
Marquette & Cincinnati (1st pref.)	6,205,475	7	7	32
" (2d pref.)	3,819,772	7	7	30
Michigan S. & N. Indiana (guar.)	1,099,700	10	10	140
Mill & Prairie du Chien (1st pref.)	3,082,000	8	8	100
" (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	7	70
New Haven & Northampton (guar.)	1,010,000	4	4	---
New York & Harlem (preferred)	1,500,000	8	8	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Pateron & Hudson (guarantied)	630,000	8	8	---
Pateron & Ramapo (guarantied)	248,000	5	5	---
Peoria & Bureau Valley (guar.)	1,200,000	6	6	---
Philadelphia & Reading (pref.)	1,551,000	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	10	10	---
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	8	8	---
" (preferred)	608,176	6	6	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	6	69
Toledo & Wabash (preferred)	984,700	7	7	63
Toledo, Peoria & Warsaw (1st pref.)	1,050,232	7	7	---
" (2d pref.)	908,422	7	7	---
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102
Warren (guarantied)	1,403,300	7	7	---
White Mountains (guarantied)	200,000	5	5	---
Wrightav. Y. & Gettysburg (guar.)	317,050	2	2	---

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding	Interest	Payable	Principal payable	Market Price
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	0 J. & J.	1886	95	---
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	0 Qtrly.	1870	---	---
" sterling	4,375,000	0	1890	---	---
Preferred bonds	1,700,000	6	18	---	---
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	92	---
Delaware & Hudson:					
Mortgage	641,000	6 M. & S.	1870	110	---
Delaware & Raritan:					
See Camden & Amb. R.R.					
Erie and Penna.:					
Bonds	673,799	7 J. & J.	1865	---	---
Interest Certificates	161,900	0	1868	---	---
Lehigh Navigation:					
1st Mortgage	414,157	0 Qtrly.	1870	---	---
Six per cent. Loan	2,667,270	0	1884	98	---
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863	---	---
2d Mortgage	57,000	0	1865	---	---
Morris:					
1st Mortgage	465,500	6 A. & O.	1876	92	---
2d Mortgage	295,750	0	---	---	---
Boat Loan	99,862	0	---	98	---
North Branch:					
1st Mortgage	590,000	6 M. & N.	1876	80	---
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	92	---
2d Mortgage	3,980,570	6 J. & J.	1882	84	---
Improvement	1,601,570	6 M. & N.	1876	70	---
Susquehanna & Tide Water:					
Maryland Sterling Loan	516,000	6 J. & J.	1865	---	---
Md. stg. loan converted	200,376	0	1865	---	---
Mortgage bonds	963,000	0	1878	67	---
Preferred Interest b'ds.	227,569	0	1878	24	---
Union, (Pa.)					
1st Mortgage	3,000,000	6 M. & N.	1883	28	---
West Branch & Susquehanna:					
1st Mortgage, 8 1/2 fund	450,000	0 J. & J.	1878	90	---
Wyoming Valley:					
1st Mortgage	600,000	0 J. & J.	1878	86	---

## CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	96	---
Chesapeake and Ohio	100	8,229,595	---	---
Delaware Division	100	1,633,350	57	---
Delaware and Hudson	100	10,000,000	10	156
Delaware and Raritan	100	2,288,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	50	6,091,700	10	50
Lehigh Navigation	50	726,800	3	---
Monongahela Navigation	100	1,025,000	10	85
Morris, (consolidated)	100	1,175,000	10	123
" (preferred)	100	---	---	---
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,908,207	27	---
" (preferred)	50	2,888,983	35	---
Susquehanna and Tide Water	50	2,048,200	14	---
Union	50	2,787,000	2	4
Union (preferred)	50	---	---	---
West Branch and Susquehanna	100	1,100,000	6	25
Wyoming Valley	50	750,000	16	5

## Wholesale Price Current.

The ton in all cases is to be 2240 lb.	
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Soller and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, 90 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1, (cash)..... per ton 53 @ 55	
Pig, American, No. 1..... 50 @ 51	
Bar, Refined, English..... 98 @ 105	
Bar, Swedes, assorted sizes..... 95 @ 100	
STEELE—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast..... (1st & 2d qty.)..... per lb. 18 1/2 @ 24	
English Spring..... (1st & 2d qty.)..... 11 1/2 @ 13	
English Blister..... (1st & 2d qty.)..... 12 1/2 @ 20	
English Machinery..... 14 @ 16	
German..... 15 1/2 @ 17 1/2	
American, Blister..... 11 1/2 @ 17	
American, Cast, Hammered..... 19 @ 20	
American, Cast, Rolled..... 12 @ 15	
American Spring..... 15 @ 16	
American Machinery..... 13 @ 14	
COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New..... (suits)..... per lb. 43 @ 48	
Sheathing, Yellow..... 43 @ 48	
Pig, Chile..... 43 @ 48	
Bolts..... 43 @ 48	
Braziers..... 43 @ 48	
American Ingot..... (cash)..... 28 1/2 @ 29	
LEAD—Duty: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena..... per 100 lb. @ 67	
Spanish..... 67 @ 67	
German Refined..... 67 @ 69	
English..... 67 @ 72 1/2	
Bar..... per lb. @ 10	
Pipe and Sheet..... @ 10 87 1/2	
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.	
Banca..... (gold) per lb. @ 23 1/2	
Straits..... (gold)..... 21 1/2 @ 22	
English..... (gold)..... 21 1/2 @ 21 1/2	
Plates, I. O. Charcoal, p. box. 9 50 @ 10 13 75 @ 14	
Plates, I. C. Coke..... 7 25 @ 9 10 25 @ 13	
Plates, Coke Terne..... 6 75 @ 7 10 @ 10 25	
Plates, Charcoal Terne..... 9 50 @ 10 13 75 @ 14	
NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash).	
Cut, 4d. @ 60d..... (cash)..... per 100 lb. 6 75 @ 7	
Clinch..... (cash)..... @ 8 50	
Copper..... @ 48	
Ausable Horse, Norway Iron, Forged..... @ 32	
Zinc Nails..... (6 mos.)..... @ 20	
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity..... 21 @ 22	
Regined, free L. S. to White..... @ 30	
Ref'd, in bond, prime L. S. to White..... @ 33	
Ref'd, in bond, Standard White..... 33 @ 34	
Naphtha, Refined (60 @ 63 gravity)..... 25 @ 27	

## New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 28.

	Th 22	F 23	Sat 24	M 25	Tu 26	W 27	Th 28
Atlantic M. S. S. Co.....	100	106	105	108	107		
At. & Gt. W. (O) 1st m't.....							
Buffalo, N. Y. & E., 1M.....							
California 7s.....							117 1/2
Canton Co.....	45	44 1/2	47	47	47 1/2		
Central Am. Transit.....							
Chicago & Alton.....	107	108	108 1/2	113	110		
"    " pref.....							111
"    " 1 M.....				101 1/2			
"    " S. F.....							
"    " Inc. b'ds.....	93 1/2		93				
Chicago, Burl. & Q.....							132
"    " 8 p.o.....						113	
Chic. & Northwest.....	46	40 1/2	42 1/2	42	45 1/2	44 1/2	
"    " pref.....	71	70	71 1/2	72 1/2	74	72 1/2	
"    " 1st M.....					89	89	
"    " 2d M.....							
"    " S. F.....							
"    " Consol.....							84
Chicago & Rock Isl.....	101 1/2	102	103 1/2	104 1/2	106 1/2	104 1/2	
"    " 1st M.....							104 1/2
Clev., Col. and Cin.....				112			
Clev. and Pittsburgh.....	83	82 1/2	84 1/2	86	86 1/2	86	
"    " 2 M.....							
"    " 3 M.....							
"    " 4 M.....							
Clev. and Toledo.....	111	111 1/2	112	112 1/2	114 1/2	114 1/2	
"    " S. F. 7 p.c.....				108			
Cumberland Coal, pref 6 1/2.....	65	67 1/2	70	71 1/2	70 1/2		
Del. & Hudson Canal.....	186	186 1/2			187	186	
Del., Lack. & West.....							
"    " 1M, S.p.c. '71-5.....							101
"    " 2M, S.p.c. '81.....							
Erie.....	74 1/2	71 1/2	73	72 1/2	73 1/2	72	
"    " pref.....	82	80 1/2		83	84	83	
"    " 1 M. 7 p.c. '67.....						100 1/2	
"    " 2 M. 7 p.c. '79.....							
"    " 3 M. 7 p.c. '83.....				98 1/2		97 1/2	
"    " 4 M. 7 p.c. '80.....				93 1/2			
"    " 5 M. 7 p.c. '88.....							
Hudson River.....	122	118	121 1/2	120 1/2	122 1/2	121 1/2	
"    " scrip.....							
"    " 1M, 7 p.c. '69.....							
"    " 2M, S. F.....							
"    " 3M, 7 p.c. '75.....							
"    " conv. bonds.....							
Illinois Central.....	117 1/2	118	119	119	119	119 1/2	
"    " Can. b'ds.....							
"    " bonds.....							
Marquette & Cin. 1st pref. 32.....							
"    " 2d.....							
"    " 1st mort.....							
Mariposa Mining Co.....	12			13	13	12 1/2	
Michigan Central.....	110 1/2	110 1/2	111 1/2	112 1/2	112 1/2	112	
"    " S.F. S.p.c. '82.....							110
"    " conv. S.p.c. '69.....			106				
M. S. and N. I.....	80 1/2	80	81	81 1/2	83 1/2	82	
"    " guard.....							
"    " 1M, S.F.....		96					
"    " 2 M.....							
Mill. and P. du Chien.....							
"    " 1st pref.....							
"    " 2d pref.....							
"    " 1st M.....							
Milw. and St. Paul.....	51	52	54	55	56	55	
"    " pref.....	65	96 1/2	69	70 1/2	71 1/2	70 1/2	
"    " 1st mort.....	93				92 1/2	92 1/2	
"    " 2d mort.....	80						
Miss. & Mo.....							
"    " L.G. bonds.....							
Missouri 6s.....	87	87 1/2	87 1/2	88	88 1/2	88	
"    " iss. to H. & St. J.R.....							
"    " Pacific.....	87 1/2			87	88 1/2	88 1/2	
New York Central.....	107 1/2	108 1/2	110 1/2	110	112 1/2	113 1/2	
"    " Real Estate.....							
"    " 7s, S.F. '76.....							
"    " 7s, conv. '76.....							
"    " 6s, S.F. '83.....					95	95	
"    " 6s, S.F. '87.....							
N. York & Harlem.....	97						
"    " pref.....							
"    " 1M, 7 p.c. '73.....							
"    " 2M, 7 p.c. '74.....							
"    " 3M, 7 p.c. '67.....							
North Carolina 6s.....					73		
"    " ex-coupon.....	57 1/2		58		57		
"    " new.....	77 1/2					57	
Ohio & Miss. cer.....	263	272	283	294	314	29	
"    " pref.....				82			
Pacific Mail S.S. Co.....	175	171	179	178 1/2	180	177	
Panama.....	265		265			265	
Phila. and Reading.....	111 1/2	111 1/2	114	113 1/2	114 1/2	112 1/2	
Pitts. Ft. W. & Chicago.....	101 1/2	104	104 1/2	105	106 1/2	105 1/2	
"    " 1M.....		104	104 1/2				
"    " 2M.....							
"    " 3M.....							
Quicksilver Mining Co.....	44 1/2	44	47 1/2	48 1/2	47 1/2	45 1/2	
St. L., Alton & T. H.....	40	33	40	40 1/2	41		
"    " pref.....					69		
"    " 1M.....							
"    " 2M, pref.....		84		84	84		
"    " Inc. b'ds.....							
Tennessee 6s, 1890.....	90	89 1/2		89	89 1/2	89 1/2	
"    " ex-coupon.....	70	69 1/2		69	69 1/2	69 1/2	
"    " new.....	69	68	68 1/2	68 1/2	69		
Tol. Wab. & Western.....	40 1/2	41	42 1/2	42 1/2	44 1/2		
"    " Pref.....	72	65					
"    " 1M, ex.....						83	
"    " 2M.....	77	78				77	
"    " Int. b'ds.....							
Virginia 6s.....			60 1/2				



## New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 28.

Th. 22. F. 23. Sat. 24. M. 25. Tu. 27. W. 28.

## FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	100	100	100	100	100
U. S. 5s, 1871, coup.	100	100	100	100	100
U. S. 5s, 1874, reg.	100	100	100	100	100
U. S. 5s, 1874, coup.	100	100	100	100	100
U. S. 5s, 1866, coup.	100	100	100	100	100
U. S. 5s, 10-40s, coup. 99	99	99	99	100	100
U. S. 5s, 10-40s, reg.	100	100	100	100	100
U. S. 5s, 1881, reg.	112	112	112	112	112
U. S. 5s, 1881, cou.	112	112	112	112	113
U. S. 5s, '81, O. W. L. Y.	112	112	112	112	113
U. S. 5s, 1881, " ty.	112	112	112	112	113
U. S. 5s, 1887, reg.	112	112	112	112	113
U. S. 5s, 1888, reg.	112	112	112	112	113
U. S. 5s, 1888, coup.	112	112	112	112	113
U. S. 5s, 5-20s, c. 1882, 107 1/2	108 1/2	108 1/2	108 1/2	109 1/2	109 1/2
U. S. 5s, 5-20s, c. 1884, 106 1/2	105 1/2	105 1/2	105 1/2	106 1/2	106 1/2
U. S. 5s, 5-20s, c. 1885, 106 1/2	105 1/2	105 1/2	105 1/2	106 1/2	106 1/2
U. S. 5s, " reg., 106	106	106	106	107	107
7.30 Notes, 1st series, 106 1/2	106	106	106	106 1/2	106 1/2
" " 2d series, 104 1/2	104 1/2	104 1/2	104 1/2	105 1/2	105 1/2
" " 3d series, 104 1/2	104 1/2	104 1/2	104 1/2	105 1/2	105 1/2
American Gold	104 1/2	104 1/2	104 1/2	105 1/2	105 1/2

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

W. 21. Th. 22. F. 23. Sat. 24. M. 25. Tu. 27.

Ottawian	28 1/2	28 1/2	28 1/2	28 1/2	28 1/2
Camden & Amboy	130	129	128 1/2	130 1/2	130 1/2
" " 6s, '67, 100	100	100	100	100	100
" " 6s, '70	100	100	100	100	100
" " 6s, '75	100	100	100	100	100
" " 6s, '80	100	100	100	100	100
" " mort. 6s, '80	96	96 1/2	96 1/2	96 1/2	96 1/2
Ches. & Del. Canal 6s '80	57	57	57	57	57
Del. Div. Canal	57	57	57	57	57
Simira & Wmsport	57	57	57	57	57
" " pref.	57	57	57	57	57
" " 7s	57	57	57	57	57
Lehigh Navigation	59 1/2	59	59	59 1/2	59 1/2
" " 6s, '84, 93	93	93	93	93	93
Lehigh Valley R. R.	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2
" " 6s	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2
Little Schuylkill R. R.	78	78	78	78	78
" " 7s	78	78	78	78	78
Long Island	59	59	59	59	59
" " 6s	59	59	59	59	59
Minehill	59	59	59	59	59
Morris Canal	59	59	59	59	59
" " pref.	59	59	59	59	59
" " 6s '76	59	59	59	59	59
North Pennsylvania	59	59	59	59	59
" " 6s	59	59	59	59	59
" " 10s	59	59	59	59	59
Northern Central	49	49	49	49	49
Pennsylvania R. R.	55	54 1/2	54 1/2	54 1/2	54 1/2
" " 1st m.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
" " 2d m.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Penn. State, 5s	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
" " 5s, coupon	103	103	103	103	103
" " 6s, W. L.	103	103	103	103	103
Philadelphia City, 6s	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
" " new, 102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
" " mun. 102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Philad. Germ. & Nor.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Phila. & Reading	57 1/2	56 1/2	56 1/2	56 1/2	57 1/2
" " 6s, '88	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
" " 6s, '70	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
Philadelphia & Erie	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
" " 6s	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
Philad. & Sunbury, 7s	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
Schuylkill Navigation	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
" " pref.	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2
" " 6s '82	84	84	84	84	84
" " 6s '78	84	84	84	84	84
" " 6s '72, 90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
Susq. Canal	14	14	14	14	14
" " 6s '78	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Union Canal, pref.	21	21	21	21	21
" " 6s '83	21	21	21	21	21
West Br. Canal 6s '78	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
Wyoming Valley Canal	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
" " bonds	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
Hestonville, (Horse)	14	14	14	14	14
Chestnut & Wal.	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2
Green & Cones, "	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2
2d and 3d streets, "	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2
Spruce & Pine, "	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

W. 21. Th. 22. F. 23. Sat. 24. M. 25. Tu. 27.

Baltimore City 6s, 1875	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
" " 1880, 98	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
" " 1870	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
" " 1890, 98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
Balt. and Ohio	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
" " b'ds, '62	62	62	62	62	62
" " " '67	67	67	67	67	67
" " " '75	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
" " " '80	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
" " " '85	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Northern Central	46	49	49	49	49
" " b'ds, 1885	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
" " " 1900	89	89	89	89	89
City Passenger R. R.	18	18	18	18	18

## Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 28.

Th. 22. F. 23. Sat. 24. M. 25. Tu. 27. W. 28.

Boston and Lowell	112	112	112	112	112
Boston and Maine	131	131	131	131	131
Boston and Providence	141	140	140	140	140
Boston and Worcester	146 1/2	145 1/2	145 1/2	145 1/2	145 1/2
Cheeshire, pref.	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2
Concord	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
Connecticut River	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
Eastern, Mass.	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
Eastern, N. H.	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
Fitchburg	113	113	113	113	114 1/2
Manchester & Lowell	113	113	113	113	114 1/2
Michigan Central	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Northern, N. H.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Old Colony & Newport	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Ph. W. & Baltimore	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
Portl'd, Saco & Ports.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Vermont & Canada	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Vermont & Mass.	62 1/2	61 1/2	61 1/2	59 1/2	57 1/2
Western	146	145	145	145	145 1/2
Broadway (Horse)	145	145	145	145	145 1/2
Cambridge	56	57	57	57	57 1/2
Metropolitan	56	57	57	57	57 1/2
Middlesex	56	57	57	57	57 1/2
Central Mining Co.	41	39	40	41 1/2	44
Copper Falls	41 1/2	40	42	41 1/2	43 1/2
Franklin	41 1/2	40	42	41 1/2	43 1/2
Huron	41 1/2	40	42	41 1/2	43 1/2
Ile Royale	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
National	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Minnesota	27 1/2	26 1/2	27 1/2	27 1/2	27 1/2
Pewabic	50	50	50	50	50
Pittsburg	43 1/2	42 1/2	42 1/2	42 1/2	42 1/2
Quincy	43 1/2	42 1/2	42 1/2	42 1/2	42 1/2
Rockland	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2

## London Stock Exchange.

The following were the closing prices for American Securities on the 9th of November.

United States 5-20 yrs, 1882, 6 per cent	65 1/2 @ 69
Virginia State, 5 per cent	49 @ 51
Do, 6 per cent	40 @ 42
Atlantic and Great Western, N. Y. sec, 1st mort., 1880, 7 per cent	68 @ 72
Do, do, 2d mort., 1881	68 @ 70
Do, Pennsylvania, 1st mort., 1877	69 @ 71
Do, do, 2d mort., 1882	66 @ 68
Do, consolidated mortgage bonds, 1890	39 1/2 @ 40 1/2
Erie shares, \$100 (all paid), 8 p. c	51 1/2 @ 52 1/2
Do, convertible bonds, 6 p. c	68 @ 70
Illinois Central 6 per cent, 1875	81 @ 83
Do, 7 per cent, 1875	65 @ 67
Do, \$100 shares (all paid)	76 1/2 @ 77 1/2
Marquette and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, \$100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	100 @ 102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c	83 @ 85
Do, \$50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	— @ —
Do, with option to be paid in Philadelphia	— @ —

## American Railroad Journal.

Saturday, December 1, 1886.

## Stock Exchange and Money Market.

The sharp advance in the price of Money, noticed in our last, was the result in part of the free withdrawal of Government deposits from the recognized bank depositaries, and their transfer to the Sub-Treasury here, thus reducing the loanable resources of the banks, and compelling the latter to call in all old advances on stock and miscellaneous collaterals, and to mark up the price of renewed accommodation fully two per cent. from the rates current a few weeks since. At the advanced rates, there was less disposition to aid other than the most unexceptionable houses, and the denial of the usual facilities to the bulk of the Stock operators led to a temporary panic in the Stock market. Forced realizations on the railway and miscellaneous list depressed prices very seriously. General distrust followed this sudden revulsion in the Stock speculation. On Friday of last week, Secretary McCulloch authorized U. S. Assistant-Treasurer Van Dyke, at this port, to receive in liquidation of indebtedness on the part of the banks, to the Treasury, all compound interest notes offered, on the basis of par and full accrued interest. On the announcement of this determination, a sense of relief was experienced by the street operators, which has been since gradually assuming more encouraging form. On Saturday, there were apprehensions expressed of a very adverse bank statement, and the Stock market was consequently disturbed and feverish. On Monday, the bank statement was formally given to the public, and it proved decidedly more favorable than had been anticipated, though the changes from the preceding week were radical in the most important items, and significant of the extensive liquidation of the week. In the item of legal tender, instead of showing a decrease of about six millions, marked a falling off of less than four millions, or actually \$3,761,107. It was generally believed that the deposits would show a reduction of at least eleven millions, and the loans of eight millions. The former fell off less than eight and a half millions (\$8,477,515,) and the latter less than five and a half millions (\$5,437,975.) These changes indicate the immediate causes of the disturbance in the market and depression in values all through last week. The specie reserve has fallen off \$308,259 while the circulation has increased \$127,916. The flow of money is now in this direction, and increased ease is looked for in the course of the current week. Already, lenders give evidence of renewed eagerness to place their balances advantageously on the basis of the ruling figures, six to seven per cent. on call, but it is not easy to realize in temporary negotiations more than six per cent. on strictly prime collaterals. In the discount line, there is much less disposition to grant accommodation, and on even the best short date commercial paper, the ruling rates are 7@8 per cent. per annum. Government is now disbursing freely, and even mercantile houses in really good standing will soon experience less difficulty in obtaining all necessary aid. The city bank deposits are now \$213,414,984, against \$221,892,500 a week ago. Their legal tender reserve amounts to \$62,359,254, against \$66,120,361 same time last week. Their circulation now stands at \$31,361,418 against \$15,340,528 same time last year. The loans are now \$267,920,415, against \$279,135,796 four weeks ago, and \$225,345,177 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$152,906,000 a day, against a daily average of \$140,429,216 the preceding week; and \$129,436,056 the week ending with Nov. 10. The current week's exchanges average about \$127,000,000 a day. The probability is that the present average of legal tender money in bank is a rising one, and that the succeeding weekly statement will show a moderate gain, in place of the decline through the last two or three weeks.

National Bank notes to the amount of \$1,184,010, were issued last week, making the total issue to 1,662 banks thus far \$298,199,060, against \$282,555,440 at the close of the last fiscal year, June 30, 1886. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$340,338,650; and for the public deposits, \$39,403,950—making a total of \$379,742,600. The Treasury Department, last week, redeemed and destroyed \$185,200 of worn and mutilated fractional currency, and issued \$421,615 worth of new.

The U. S. Sub-Treasury receipts, week ending with Nov. 24, were \$25,035,904, including \$1,624,

705 from customs duties; payments, \$18,765,711; balance at the close of the week, \$102,638,189, against \$96,367,977 at the close of the preceding week. The business of the Office during the opening day of the current week, was as follows: Receipts, \$5,489,712, and payments, \$4,845,819. The balance at the close of business on Tuesday morning stood at \$103,282,070, against \$96,629,159 a week ago.

Government revenues were on a moderate scale, during the week. Excises yielded, \$3,612,683, against \$4,054,876 the preceding week; customs at the port of New York, \$1,624,705, and at the outports, at least \$540,000 (in coin) more, making the grand total income for the week equal to about \$6,624,000 in currency, against disbursements of \$5,610,395 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about \$144,000,000, or an average of over six and a half millions a week.

Gold was sold down to 137½ last week, partly on account of real holders, and partly on account of the short speculative interest, who insisted that Government was marketing, or was about to market considerable portions of its coin reserve, now exceeding ninety-three millions, including \$22,000,000 on deposit. Since the extreme depression of Friday and Saturday, there has been a steady appreciation of the premium until Tuesday, when there was a very sharp rise to 144, partly the result of purchases made to cover the extensive volume of short contracts put out early in the week, and partly owing to the circulation of rumors of a threatening political nature, involving our Government in difficulty with France on the Mexican question, and with Great Britain on the subject of Fenian invasions of Canada, and the presence of American Fenians in Ireland. The costly cypher dispatch mentioned by the daily papers as having been transmitted by the Atlantic Cable to one of our Ministers abroad, was ominously hinted at as suggestive of the warlike tendency of our diplomatic negotiations abroad. It mattered little to the bulls of the Gold Room whether the rumors thus industriously circulated by them were or were not well-founded. The rumors served their purpose for a while most efficiently. Late in the afternoon, the impression became general that the rumors were false, or gross exaggerations, and the gold speculation suffered a sudden depression of full two per cent., the closing figures having been 141¼@142. The demand was mainly speculative, though there was a slight improvement in exchange and customs inquiry. There was nothing of moment doing for export. The total imports of specie from Europe, and other ports since January 1, have been \$9,173,783. The customs demand for Gold last week, averaged \$270,784 a day; thus far, this week, it has been equal to \$315,000 a day, or equal to a weekly aggregate of \$1,200,000. The arrivals of specie from Europe, Havana and other foreign ports, last week, reached \$77,785, and from California, there were none. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been \$123,253,333, against \$98,061,818 same time last year. The total receipts of California gold at this port since Jan. 1, have been \$88,297,350, against \$18,162,107 same time last year, showing an increase, in 1866,

of \$20,135,248. The exports of specie from this port, last week, were \$781,685, making the total outflow of specie from the port, since Jan. 1, \$57,981,877, against \$27,218,619 same time last year, \$44,023,130 same time in 1864, and \$67,088,091 same time in 1859. Government disbursed last week through the U. S. Sub-Treasury here, on account of the November coin interest on the public debt, chiefly on the Five-Twenty Loan, \$1,080,300, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, \$46,745,016, against \$36,650,327 same time last year. The specie exports from San Francisco from Jan. 1, to Oct. 19, reached \$37,286,939, against \$36,816,896 same time last year.

There has been a more active inquiry for prime foreign exchange drafts, rates on which have been advanced ½ of one per cent., the market closing less buoyantly, in view of the renewed foreign demand for American bonds and produce, which was likely to add to the available supply of bills, especially on London. Bankers' 60 day bills on London closed at 109¼@109½, and on Paris to 5.17½@5.13¼; sight bills on London to 110@110¼; and on Paris to 5.13½@5.11¼. The offerings of produce bills are more fair this week, representing largely direct exports of cotton from Southern ports. The week's exports of domestic produce and miscellaneous goods have been to the currency value of \$3,466,611. The exports since January 1, have been to the value of \$171,903,037.

Government securities suffered a slight depression early in the week under review, in sympathy chiefly with the severe decline in gold, but at the reduced rates, the offerings were limited, and the investment demand was good. The lower prices brought into the market fresh buyers, on home and foreign account, and the increased purchases made by them led to a rally of 1½@2 per cent. from the inside quotations of the week. It has been remarked by the daily journals that the only really stable values through the panic and excitement of the past week were those of the interest-bearing Treasury obligations which held their own in the open market with remarkable sturdiness, in the face of every adverse influence. The coin-bearing bonds yielded barely sufficient to tempt buyers to purchase, with renewed avidity, either for home investment or for export. The six per cents of 1881 could not be had in any considerable sums at the ruling figures, though the outstanding amount of this form of the funded debt is over two hundred and eighty-three million dollars. The several Five-twenties issues fluctuated just enough to develop a fresh demand for them, as the most secure, reasonable and remunerative form of investment available. The original issue of 1862 fell twice to 107½@107¾, rallying speedily in each instance one to one and a quarter per cent., under the execution of important foreign orders for them, most of which orders came by telegraph from London, where these bonds have become quite scarce again, and whence orders are constantly being received, either from bankers needing the bonds in the legitimate course of trade, or from parties who have made short sales, and who resort to this market to cover their contracts advantageously. This special issue of the Five-twenties closed firmly on a very limited supply and a good investment in-

quiry. Of the later series of the Five-twenties, the most popular has been the consolidated issue of 1865, (interest payable January and July,) which home buyers have been purchasing freely, induced to do so in part by their relative cheapness, taking into consideration the currency value of the accrued coin interest (near five months) upon them. This issue is becoming a favorite with insurance and trust companies, and may yet supersede in foreign estimation the issue of 1862, which is now so closely held out of the market for permanent investment. U. S. sixes of 1867 closed on Tuesday at 131½; U. S. sixes of 1868, at 133; U. S. sixes of 1881 113; U. S. Five-twenties of 1862 at 109@109¼, ex-coupon; U. S. Five-twenties of 1865 at 107¼@107¾; U. S. Five-twenties of 1865, consolidated, 108¼@108½; U. S. Ten-forties at 100@100¼, and U. S. Seventies at 105¼@106. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....	115½	May, 1865.....	111½
July, 1864.....	115	August, 1865.....	110
August, 1864.....	114½	September, 1865.....	109¾
October, 1864.....	113½	October, 1865.....	109½
December, 1864.....	112½		

In the railway and miscellaneous share line, the worst sales of the week were those of last Friday, made under influences referred to in our opening paragraph. Everybody was a seller on that day, and nobody seemed to have a particle of faith in the elasticity of the market. Saturday was also a blue day. Monday was characterized by a renewed disposition on nearly all sides to purchase, and this was still more manifest early on Tuesday, leading to an improvement in prices. Toward the close, however, the market became less active and decidedly feverish, under adverse political rumors, of which the bears were making diligent use. This element of weakness may be presently eliminated, and a fresh upward movement inaugurated, in view of the growing ease in money.

Produce and merchandize have been, on the whole, in very moderate request, though Breadstuffs, Provisions, and Cotton closed with more animation and buoyancy. Middling Cotton left off at 34½@37 cents per lb., on a fair export inquiry. The stock of cotton now here is estimated at about 135,000 bales. The receipts at the port this week, have averaged over 4,500 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 146,000 bales, against exports of 59,000 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 331,000 bales against 575,000 bales same time last year; exports, 231,000 bales, against 279,000 bales same time last year, estimated stock at latest dates, 356,000 bales, against 410,000 bales same time last year. Foreign merchandise has been extremely dull and much depressed in price, generally. The total imports of foreign dry goods, last week, were \$1,694,768, and the total amount marketed \$1,178,782. The value of foreign merchandise imported last week, was \$2,840,324—making the grand total specie value of last week's imports of dry goods and merchandize, \$4,535,092, and since January 1, \$273,038,191, against \$183,605,475 same time last year. The freight market is more active and quoted firm with 516 vessels of all classes in port.



The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 13.	Nov. 20.	Nov. 27.
Consols.....	@89 $\frac{3}{4}$	90 $\frac{1}{4}$	89 $\frac{1}{4}$
U. S. 5-20's.....	@69 $\frac{1}{2}$	70 $\frac{1}{2}$	70 $\frac{1}{2}$
Erie.....	@51 $\frac{3}{4}$	50	47
Ill. Central.....	@78	78	77 $\frac{1}{2}$

The New York exports, exclusive of specie, for the week ending Nov. 27, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week.....	\$5,022,750	\$3,466,611
Prev. reported.....	151,942,898	168,436,426

Since January 1.....\$156,965,648 \$171,903,037

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods.....	\$2,316,720	\$1,694,768
Gen. merchandise.....	3,491,005	2,840,324

Total for the week.....\$5,807,725 \$4,535,092

Prev. reported.....177,797,750 268,503,099

Since January 1.....\$183,605,475 \$273,038,191

The balance in the Sub-Treasury on Tuesday was \$103,912,034 62

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—N. Y. State 5s, 1874, 93; do., 7s, Bounty Loan, reg., 107; do., 6s, 1883, 95 $\frac{1}{2}$ ; Ohio 6s, 1881, 100; Brooklyn 6s, W. L., 98 $\frac{1}{2}$ ; Toledo, Wabash and Western Equipment bonds, 68; Central R. R. of New Jersey, 2d mort., 100 $\frac{1}{2}$ ; Chicago, Rock Island and Pacific 1st mort., 7s, 92; New York and New Haven, 117; Stonington, 105; Hannibal and St. Joseph, 60; Indianapolis and Cincinnati 87; Wilkesbarre Coal, 63; Boston Water Power Co., 30 $\frac{1}{2}$ ; Mariposa pref., 26 $\frac{3}{8}$ ; South Am. Nav. and Marine R. R. Co., 110 $\frac{1}{2}$ ; Adams' Exp., 77; American Express, 79; U. S. Exp., 80; Western Union Tel., 47 $\frac{1}{2}$ ; do., Russian Extension, 96 $\frac{1}{2}$ ; Nassau Bank, 106; 4th National Bank, 109; Union Bank, 122; Am. Ex. Bank, 114; Manhattan Bank, 135; Gallatin National Bank, 108; Mechanics Bank, 120; Hanover Bank, 110; Ocean Bank, 102; Central Bank, 112; Bank State of New York, 109; Alpine Gold, 1.15; American Flag, 1.80; Benton, 1.25; Burroughs, 0.35; Con- sol. Gregory, 10.25; Croydon, 3.20; Columbian, Gold and Silver, 1.25; Downville, 0.17; David- son Copper, 1.05; Echla, 3.10; Fall River, 0.70; Gunnell, 1.00; Holman, 0.27; Hope, 1.25; Iron Tank, Storage, 63 $\frac{1}{2}$ ; Keystone Silver, 0.09; Kipp and Buell, 1.15; Liebig, 0.60; Long Island Peat, 3.95; La Crosse, 1.50; Liberty, 0.16; Nye, 0.12; New York, 1.75; Oak Hill, 0.87; People's G. and S., 1.45; Quartz Hill, 3.80; Rocky Moun- tain, 3.30; Smith and Parmalee, 7.87; Vander- burg, 0.77; Walkill Lead, 1.50; Wallace Nickel, 3.10; United States Pet., 4.80; Bennehoff Run, 5.15; Clinton, 1.70; Buchanan Farm, 0.25; Pit Hole Creek, 1.25; Rind Farm, 0.25.

**Philadelphia.**—Belvidere Delaware bonds, 85; West Jersey bonds, 88; Phila. and Trenton 6s, 98 $\frac{1}{2}$ ; Warren and Franklin 7s, 84; Camden and Atlantic 2d mort., 71@73 $\frac{1}{2}$ ; New Jersey 6s, old, 101 $\frac{1}{2}$ ; Camden city bonds, 92; Camden and Am- boy scrip., 51; Germantown Passenger R. R., 32 $\frac{1}{2}$ ; 13th and 15th street, 20; St. Nicholas Coal, 1 $\frac{1}{4}$ ; Fulton Coal, 5 $\frac{1}{4}$ ; Butler Coal, 20; Keystone Zinc, 1; Farmers' and Mech. Bank, 134; Me-

chanics Bank, 82; 1st National Bank, 139 $\frac{1}{4}$ ; Manuf. Bank, 82; Corn Ex. Bank, 68 $\frac{1}{2}$ ; Com- mercial Bank, 56; Union Bank, 63; Egbert Oil, 1 $\frac{1}{4}$ ; Dalzell, 5 $\frac{1}{8}$ ; Royal Petroleum, 1 $\frac{1}{4}$ ; Caldwell, 1 $\frac{1}{2}$ ; Ocean, 4 $\frac{1}{4}$ ; Maple Soade, 2 $\frac{1}{4}$ . The latest quotations are: City 6s, 99 $\frac{1}{8}$ @99 $\frac{1}{4}$ ; do., new, 102 $\frac{1}{4}$ @102 $\frac{3}{8}$ ; State 5s, 96 $\frac{1}{2}$ @97; do., coupon, 97@97 $\frac{1}{4}$ ; do., 6s, W. L., 103@103 $\frac{1}{2}$ ; Phila., Wil. and Balt., 58; Reading, 56 $\frac{3}{8}$ @56 $\frac{1}{2}$ ; do., 6s, 1870, 95@96; do., bonds, 98@94; do., con., 113@117; Camden and Amboy, 130 $\frac{1}{4}$ @130 $\frac{1}{4}$ ; Penn. R. R., 54 $\frac{1}{2}$ @54 $\frac{1}{2}$ ; do., 1st mort., 102 $\frac{1}{2}$ @103; do., 2d mort., 97@98; Little Schuylkill R. R., 33 $\frac{1}{2}$ @36; Morris Canal, 85 $\frac{3}{4}$ @86 $\frac{1}{2}$ ; do., pref., 124@124; do., bonds, 90@95; Wyoming Valley Canal, 54 $\frac{1}{2}$ @55 $\frac{1}{2}$ ; do., 6s, 86@90; Susquehanna Canal, 14 $\frac{1}{4}$ @15; do., 6s, 66@66 $\frac{1}{2}$ ; Sch. Nav., 26 $\frac{1}{2}$ @27; do., pref., 35 $\frac{1}{8}$ @35 $\frac{1}{4}$ ; do., 6s, 1882, 83 $\frac{1}{4}$ @84; Union Canal bonds, 20@23; Delaware Div. Canal, 56 $\frac{3}{4}$ @57; do., bonds, 90@95; Elmira and Williamsport, 28@30; do., pref., 44@44 $\frac{1}{2}$ ; do., 7s, 1873, 95@100; do., 5s, 66@67; Lehigh Coal and Navigation, 59@59 $\frac{1}{2}$ ; do., bonds, 1884, 92@93; North Pennsylvania, 35@38; do., 6s, 92 $\frac{1}{4}$ @93; Philadelphia and Erie, 32@32 $\frac{1}{2}$ ; do., 6s, 91 $\frac{1}{2}$ @93; Minehill, 58 $\frac{1}{4}$ @59; Catawissa, —; do., pref., 28 $\frac{3}{4}$ @28 $\frac{3}{4}$ ; Lehigh Valley, 67@67 $\frac{1}{2}$ ; do., bonds, 96@97 $\frac{1}{2}$ ; Fifth and Sixth streets, (horse,) —@45; Second and Third, 90@91; West Philadelphia, 75@76; Spruce and Pine, 34@37; Green and Coates, 22@—; Chestnut and Wal- nut, 53@55; Thirteenth and Fifteenth, 20@20 $\frac{1}{4}$ ; Girard College, 25@29; Tenth and Eleventh, 60@70; Union, 38@42; Hestonville, 14@14 $\frac{1}{4}$ .

**Boston.**—Ogdensburg 1st mort., 100; Boston and Lowell 6s, 1879, 99 $\frac{3}{8}$ ; Old Colony and Fall River 6s, 1869, 98 $\frac{3}{4}$ ; Vermont Central and Vermont and Canada Chattel 8s, 1876, 103 $\frac{1}{2}$ ; N. Y. and Boston Air Line 6s, 38; Rutland and Burlington 1st mort., 123; Boston, Hartford and Erie 7s, 48; Vermont Central 1st mort., 119; Boston, Con- cord and Montreal 6s, 97; Central Pacific 1st mort., 1895, gold, 95 $\frac{1}{8}$ ; Ogdensburg and Lake Champlain, 76; do., pref., 103 $\frac{1}{2}$ ; Sandusky, Day- ton and Cincinnati, (old stock,) 18 $\frac{1}{4}$ ; do., 6s, 1900, 75 $\frac{1}{4}$ ; Cary Imp. Co., 13; Waverly Land, 2 $\frac{1}{2}$ ; Boston Water Power Co., 30; East Boston Co., 14; Massachusetts and Oil Creek, 0.14; In- dian Spring, 0.13; Crescent, 0.15; Central Petro- leum, 1.75; Pepper Well Pet., 0.90; Montezuma Gold, 1.50; Caledonia Gold, 0.36; Croydon Gold, 3.25; Ophir Gold, 2.70; Tudor Lead, 2.70; Saba Sulphur, 60; Vermont Iron, 0.25; Short Mt. Coal, 13; Summit Branch Coal, 7 $\frac{1}{2}$ ; Lackawanna Coal, 6; Mt. Pleasant Coal, 22; Adams' Exp. Co., 76; Massachusetts 5s, 1894, gold, 100 $\frac{1}{4}$ ; do., 6s, 1872@1875, gold, 111; Rhode Island 6s, 1883, 99 $\frac{3}{4}$ ; New Hampshire 6s, 1869, 99; Vermont 6s, 100; Boston 5s, 1869, gold, 118 $\frac{1}{4}$ ; Bath 6s, 1891, 94 $\frac{3}{4}$ ; Portland 6s, 1870@1877, 97 $\frac{1}{2}$ ; Albany 6s, 1890, 96; Chicago 7s, 1890, Water Loan, 100; Boston Gas Light, 765; East Boston Gas, 30; 1st National Bank, 151; Hide and Leather Bank, 141 $\frac{1}{4}$ ; Suffolk Bank, 116; Traders' Bank, 100 $\frac{1}{4}$ ; Market Bank, 109 $\frac{3}{4}$ ; Fannel Hall Bank, 126 $\frac{3}{4}$ ; Blackstone Bank, 127 $\frac{1}{4}$ ; Merchants' Bank, 118 $\frac{3}{4}$ ; Globe Bank, 130 $\frac{1}{4}$ ; Pawnors' Bank, 100 $\frac{3}{4}$ ; Bank of Redemption, 110 $\frac{1}{2}$ ; Atlantic Bank, 120; Old Boston Bank, 67 $\frac{3}{4}$ ; Eagle Bank, 117 $\frac{1}{4}$ ; Union Bank, 123; Eliot Bank, 119 $\frac{3}{4}$ ; Washington Bank, 121; Revere Bank, 131 $\frac{1}{4}$ ; Freemans' Bank,

120 $\frac{1}{2}$ ; Bank of Commerce, 118; Shoe and Leather Dealers' Bank, 135 $\frac{3}{4}$ ; Everett Bank, 101 $\frac{1}{4}$ ; Albany and Boston Mining Co., 6; Bay State, 103 $\frac{1}{4}$ ; Eagle River, 4 $\frac{1}{4}$ ; Hancock, 123 $\frac{1}{4}$ ; Humboldt, 2 $\frac{1}{2}$ ; Petherick, 3 $\frac{1}{2}$ ; Superior, 3; Seneca, 5; St. Clair, 7 $\frac{1}{2}$ ; St. Mary's, 1 $\frac{1}{2}$ .

**Baltimore.**—Virginia 6s reg., 36 $\frac{1}{2}$ ; Maryland 6s, 1870, 101 $\frac{1}{2}$ ; Marietta and Cincinnati bonds, 86; Parkersburg R. R., 70; Liberty Copper Co., 1; Santa Clara, 8; Bare Hill, 0.60; Mechanics' Bank, 137 $\frac{3}{8}$ ; 3d National Bank, 101. The latest quotations are: Balt. and Ohio, 112@112 $\frac{1}{2}$ ; do., 6s, 1867, 100@100 $\frac{3}{4}$ ; do., 1875, 98@100; do., 1880, 98@99; do., 1885, 96 $\frac{1}{2}$ @98 $\frac{1}{2}$ ; Northern Central, 48@49; do., bonds, 1885, 87@88 $\frac{1}{2}$ ; N. W. Va. 1st mort., 1873, 95@97; do., 2d mort., 96@96; do., 3d mort., 17@17 $\frac{1}{2}$ ; Marietta and Cin- cinnati 7s, 1891, 85 $\frac{1}{2}$ @87; Central Ohio, 22@22 $\frac{1}{2}$ ; do., 1st mort., 89@90; Western Md. bonds, 75@75; do., guar., 96@96; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100@102; Baltimore 6s, 1870, 97@98; do., 1873, 95@97 $\frac{1}{2}$ ; do., 1875, 97@97 $\frac{1}{4}$ ; do., 1886, 98@98 $\frac{3}{4}$ ; do., 1890, 98 $\frac{1}{2}$ @99; do., coupon, 100@100; Park, do., 97 $\frac{1}{2}$ @97 $\frac{3}{4}$ ; do., 1892, 93@99; do., 5s, 1838, —70, 83@83; City Passenger R. R., 17 $\frac{1}{2}$ @18 $\frac{1}{4}$ ; Canton Co., 34@50; Gardner, 0.60@0.70; Am. Gas Coal, 0.95@0.95; Maryland, 0.10@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 105@110; Santa Clara, 3@7; Balt. Chrome, 0.35@0.45; Bare Hill, 0.50@0.75; Atlantic Coal, 0.70@0.85; Mineral Hill, 0.45@0.45; Baltimore Coal, 150@190.

#### Central Ohio Railroad.

At a meeting of the stockholders of this com- pany, held at Zanesville, Ohio, on the 21st ult., a contract was approved by the terms of which the Central was leased to the Baltimore and Ohio Co. for twenty years, either party reserving the right to terminate the lease at the end of five years. The Baltimore and Ohio Company assume control on the 1st inst., and will at once proceed to put the road in complete repair, besides greatly increasing the motive power and rolling stock. The terms of the contract are understood to be that the Central Ohio is to have 35 per cent. of the gross earnings during the first five years, and 40 per cent. thereafter during the continuance of the contract.

#### McGregor Western Railway.

The extension of the McGregor Western Rail- way in Iowa to Cresco, a station in Howard Coun- ty, 66 miles from the Mississippi river, was cele- brated on the 20th ult. We learn that arrange- ments are being perfected, by which the road will be extended by the autumn of 1867, from Cresco to Owatona, on the Minnesota Central railroad, a distance of about eighty miles. The road is already completed from Owatona to St. Paul. Milwaukee will then have a line of railway through the heart of Minnesota, extending to its capital, and which will drain the finest agricultural region in that great State.

During the last week the Senate Commit- tee on Railroads have made a patient and thorough examination of the different projects, hearing the the inventors or their agents in explanation or de- fense of each. The plans not deemed absolutely chimerical have all been gone through with, and the Committee has adjourned until the 12th of December, for further deliberation.

**Railroad Earnings.--Weekly.**

The earnings of the Grand Trunk Railway of Canada for the week ending Nov. 17th, 1866, were ..... \$143,068 00  
Corresponding week of previous year... 140,439 00

Increase..... \$2,629 00

The earnings of the Western Union Railroad for the week ending Nov. 21, 1866... \$16,837 89  
Corresponding week previous year.... 15,093 79

Increase..... \$1,744 10

The earnings of the Chicago and Great Eastern Railway for 3d week in Nov. were..... \$37,383 70  
Same period last year..... 26,432 57

Increase in 1866..... \$10,951 13

The earnings of the Chicago and Northwestern Railway for the third week in Nov., 1866, were..... \$225,355 00  
Corresponding week of previous year.. 205,394 00

Increase..... \$19,961 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Nov. 1866, were..... \$99,482 00  
Corresponding week of 1865..... 114,278 00

Decrease..... \$14,796 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Nov. 15th, 1866, were..... \$39,854 00  
Corresponding week of 1865..... 40,362 00

Decrease..... \$508 00

The earnings of the Michigan Central Railroad for the 3d week in Nov., 1866, were.. \$85,614 42  
Corresponding week of previous year.. 106,290 88

Decrease..... \$20,176 26

The earnings of the Chicago and Rock Island Railroad for the 3d week in Nov., 1866, were..... \$79,864 00  
Corresponding week of previous year.. 88,096 00

Increase..... \$8,232 00

The earnings of the Toledo, Wabash and Western Railroad for the 3d week of Nov., 1866, were..... \$87,281 46  
Same week in 1865..... 78,857 49

Increase..... \$8,423 97

**Government Appropriations.**

The following items of appropriations have just been officially compiled from the acts passed at the last session of Congress:

Pensions..... \$17,940,000 00  
Deficiencies for sundry civil expenses..... 4,904,514 46  
Naval service (for the year ending June 30, 1867,)..... 18,904,667 50  
Post Office Department (for the year ending June 30, 1867,).... 19,679,500 00  
Military Academy (for the year ending June 30, 1867,)..... 301,457 00  
Fortifications and other works of defence..... 1,540,000 00  
Completion of Public Works..... 3,698,047 91  
Army (for the year ending June 30, 1867)..... 38,004,241 88  
Legislative, Executive and Judicial expenses..... 25,430,459 89  
Consular and diplomatic expenses.. 1,405,494 00  
Indian department..... 3,778,535 45  
Sundry civil expenses (for the year ending June 30, 1867,)..... 7,074,126 76  
Deficiencies (for the year ending June 30, 1867,)..... 515,100 76  
Miscellaneous..... 12,705,635 60

Total..... \$155,881,781 16

**Commerce of New York.**

The foreign imports at New York for the month of October are officially stated as follows:

	1865.	1866.
Entered for consumpt'n.	\$16,357,232	\$13,812,206
Entered for warehousing	5,903,993	8,113,869
Free goods.....	795,508	1,471,951
Specie and bullion.....	77,942	1,434,158

	1865.	1866.
Total entered at port...	\$23,134,675	\$24,832,184
Withdrawn fr. warehouse	4,699,328	8,789,838

The foreign imports at New York for ten months from January 1st, were:

	1865.	1866.
Entered for consumpt'n.	\$97,310,788	\$144,665,021
Do. for warehousing....	64,050,528	101,782,061
Free goods.....	8,337,652	11,180,054
Specie and bullion.....	1,759,701	8,422,999

	1865.	1866.
Total entered at port..	\$171,458,669	\$266,050,135
Withdrawn fr. wareh'se	72,642,299	89,489,721

The duties received at New York from Jan. 1st, were:

	1865.	1866.
1st quarter.....	\$14,415,083 83	\$35,618,902 52
2d quarter.....	22,280,493 24	31,929,287 26
3d quarter.....	35,821,581 79	36,105,092 08
In October.....	10,973,513 01	11,002,048 08

Total from Jan. 1..... \$83,490,671 87 \$114,655,329 94

The exports from New York to foreign ports in the month of October, were:

	1865.	1866.
Domestic produce.....	\$20,986,936	\$14,593,664
Foreign mdse., free....	33,235	32,061
Do. dutiable.....	252,072	186,108
Specie and bullion.....	2,516,226	1,463,450

	1865.	1866.
Total exports.....	\$23,788,469	\$16,275,283
Do. exclusive of specie..	21,272,243	14,811,833

The exports from New York to foreign ports for ten months from January 1st, were:

	1865.	1866.
Domestic produce.....	\$128,921,293	\$156,186,890
Foreign mdse., free....	805,415	598,217
Do. dutiable.....	2,993,713	4,146,845
Specie and bullion....	25,205,342	55,489,740

	1865.	1866.
Total exports.....	\$157,925,763	\$216,421,692
Do. exclusive of specie..	132,720,841	160,931,952

**Philadelphia Passenger Railroads.**

The charters granted to the Philadelphia City Passenger Railroads contain a provision that they shall pay into the City Treasury a tax upon their dividends. Some of the companies are required to pay 6 per cent. on all dividends declared; and others 6 per cent. whenever the dividends exceed 6 per cent. per annum upon the capital stock paid in. The following sums have been paid to the City Treasurer during the present year on account of this tax:

West Philadelphia Railroad Company, tax on dividends of 1866, \$579 84.

Citizens' Passenger Railroad Company, on dividend of 1865, \$2,750, and on the year 1864, \$2,482 50. Total, \$5,232 50.

Gray's Ferry Passenger Railroad Company, on dividends since the construction of the road, \$4,286 63.

Second and Third Streets Road, on dividend of 1865, \$2,731 47; on the years 1861-'2-'3-'4 \$4,997 65. Total, \$7,729 15.

Green and Coates Streets Road, on the years, 1860, 1862, 1863, 1864 and 1865, \$4,113 37.

Philadelphia City Passenger Railroad, for the years 1861, 1862, 1863, 1864 and 1865, \$10,761 47.

Frankford and Southwark Passenger Railroad Company, for the years 1863 and 1864, \$4,313 29.

Making the total amount paid by the above companies, \$37,033 95.

**Bridge over the Ohio River at Cincinnati.**

The cost, dimensions, etc., of the Wire Suspension Bridge over the Ohio River between Cincinnati, Ohio, and Covington, Ky., is given at length in the Cincinnati Gazette. The following is a recapitulation of the figures:

Estimated total cost.....	\$1,750,000
Expended by old company.....	300,000
Expended by new company.....	1,200,000
Old stock held by city of Covington...	100,000
Preferred Stock.....	750,000
Old Stock.....	335,000

Length of main strand from centre to centre of towers, 1,057 feet.

Length of each land span, 281 feet.

Total length of bridge, including approaches from Front street in Cincinnati and Second street in Covington, 2,252 feet.

Height of towers from foundation, without turrets, 200 feet.

Height of turrets, 30 feet.

Height of bridge above low water, 100 feet.

Width of bridge in the clear, 36 feet.

Number of cables, 2.

Diameter of cables, 12 1/4 inches.

Amount of wire in the cables, 1,000,000 pounds.

Strength of the structure, 16,800 tons.

Deflection of cables, 88 feet.

Masonry in each tower, 32,000 perches.

Masonry in each anchorage, 13,000 perches.

Masonry, total amount, 90,000 perches.

Towers at base, 86 by 52 feet.

Towers at top, 74 by 40 feet.

Cables, 2.

Strands in each cable, 7.

Wires in each strand, 740.

Wires in cables, total, 10,360.

Weight of wire, 500 tons.

Feet of lumber, 500,000.

The Bridge will be open to pedestrians on the 1st of December.

**Chesapeake and Potomac Canal.**

At a meeting of the Corporators of the Chesapeake Bay and Potomac River Tide Water Canal Co., held in Washington on the 22d ult., the Report of S. H. Sweet, Esq., Engineer, was presented and read. From this we learn that the proposed canal from Washington to Annapolis will be but 34 miles instead of 190 by the Potomac and Chesapeake line, a saving of 156 miles, and from 24 to 36 hours to all the markets of the East. It is stated that the cost of transportation from Cumberland to New York will be 25 per cent. less; to Philadelphia 35 less, and to Baltimore 34 less, than if sent by the Baltimore and Ohio railroad.

As contrasted with the cost by the present water lines from Cumberland to the eastern markets, it would cheapen the cost of transportation to New York 10 per cent., to Philadelphia 11 per cent., and to Baltimore 12 per cent.; reducing the cost of coal at New York 54 cents, at Philadelphia 50 cents, and at Baltimore 48 cents. To the local trade of the District of Columbia the advantages are stated to be equally important. From Washington the cost of transportation would be 13 per cent. less to New York, 26 per cent. less to Philadelphia, 38 per cent. less to Havre-de-Grace, and 40 per cent. less to Baltimore than if sent via the Potomac river, Chesapeake bay and inland canal route. The size of the canal and locks are to be of the same dimensions as those of the Delaware and Raritan canal, thus admitting the largest class of boats trading with New York and Philadelphia without transhipment, and of a capacity to pass vessels of 270 tons burden. It is estimated that the canal can be constructed for \$3,850,000.



The surveys were commenced March 14th, and the field work completed about the middle of June, 1866. During this time over 100 miles were carefully examined with the transit, and level, and 50 miles of reconnaissance made with the level only. The examinations were first directed toward the finding of a feasible route for a tide-water canal, and failing in this, to obtain the most practicable route for an elevated or lock canal. The surveys for a tide-water canal were abandoned as impracticable after trial of four routes, the most favorable of which showed an elevation of 80 feet above mean tide at the highest point between the two cities. The examinations were then directed to a lock canal, and the most practical route for the same was found, having two feasible termini (from the Big Patuxent) on Chesapeake bay; one on South river, and the other on the Severn, at Round bay.

The South River line commences at the Anacostia or Eastern Branch Potomac, three quarters of a mile from Bladensburg, and about  $4\frac{1}{4}$  miles from Washington. It follows up the Paint branch about seven miles, with a uniform grade of ten feet to a mile; thence up the Beaver Dam branch about four miles, with a grade of  $13\frac{1}{2}$  feet, crossing the summit 156 feet above tide, upon the land of Luther D. Jones, Esq. It then follows down Cass Valley about two miles, on a grade of 32 feet per mile, reaching an elevation of 90 feet above tide on the land of Dr. William Duvall. The line then follows along the western bank of the Big Patuxent valley, at an elevation of about 95 feet above tide, for  $2\frac{1}{2}$  miles, crossing the Horse Pen Branch, the valley of which is 50 feet above tide. The line crosses the Big Patuxent at Priest's Bridge, one half mile below the junction of the Little with the Big Patuxent.

The surface of water of the latter stream was found 25 feet above tide. From the Patuxent the line passes up Sanford's branch about 2 miles, with a grade of 22 feet per mile, and crosses the summit, between the Patuxent and South rivers, 165 feet above tide. From this summit the line follows down North Run branch 3 miles, to South river at Clagett's landing; thence down South river 4 4-5 miles; thence across the ridge  $1\frac{1}{2}$  miles to Annapolis bay. The summit of this ridge is 50 feet above tide. The total distance, by this line, from Washington to Annapolis, is 34 11-20 miles,  $25\frac{1}{2}$  of which is canal.

The Round Bay Terminus line commences three-quarters of a mile west of the Big Patuxent, on the line described above, and this stream is crossed above the forks. The surface of water in the creek is forty-eight feet above tide, and the summit, between the Little and Big Patuxents, 165 feet above tide, on the land of Charles T. Bealmer, Esq. From the summit the line approaches the Little Patuxent on a grade of 60 feet per mile, and crosses this stream near "White's Mill," the surface of water being 43 feet above tide. The line then follows up "Tower's branch," reaching the summit, between the water sheds of South and Severn rivers, on the land of L. W. Wharfield,  $132\frac{1}{2}$  feet above tide. From this summit two lines are presented; one to the Severn and the other to South river; the latter, from reconnaissance, found one mile shorter, and the grade as favorable.

The summit between the South and Severn

rivers is found, on this line, at an elevation of 100 feet above tide; thence, crossing the Elk Ridge railroad 100 feet above tide, passes down Indian creek, on a grade of about  $23\frac{1}{2}$  feet per mile, to Round bay, on the Severn, 7 miles from Annapolis. The length of this line is as follows:

Distance from tide to tide—Potomac to Severn river—total of canal .....	$25\frac{1}{2}$ miles.
Distance from Eastern branch, Potomac, to Washington .....	$4\frac{1}{4}$ "
Distance used of Severn river, from terminus to Annapolis .....	7 "
Total distance from Washington to Annapolis .....	$36\frac{3}{4}$ "

#### The Chicago Stock Yards.

The following statements respecting the Chicago stock yards, illustrating in an interesting manner the rapid growth of the West, come to us from a source which is in every way trustworthy:

Whole area of yards .....

Planked over with covered pens .....

Material used:

22,600,000 feet of lumber.	
1,100 tons of iron.	
35,000 cross ties.	
52,000 spikes.	
534,000 nails.	
24,883 fence posts.	
30,294 feet water pipes.	
315 hydrants.	
65 switches and frogs.	
2,039 gates.	
1,200 cubic yards stone.	
Whole cost .....	\$1,600,000

29 87-100 miles drains or sewers.	
3 27-100 " water troughs.	
6 89-100 " streets and alleys.	
3 69-100 " sheds over hog pens.	
2,445 cattle and hog pens, capable of holding at one time 2,175 car loads of cattle and hogs.	
Hotel for 500 guests.	
Exchange, 60 feet by 130.	
5 hay barns, each for 1,000 tons, holding 5,000 tons hay.	
3 horse stables, with stalls for 240 horses.	
6 corn cribs each for 10,000 bushels, holding 50,000 bushels corn.	
3 water tanks, holding 342,000 gallons water.	
5 weighing scale.	

#### Report of Stock for September, 1866.

Cattle .....	41,883 head.
Hogs .....	64,291 "
Sheep .....	17,806 "
Horses .....	169 "

Total .....

Net profits for September, 1866 ... \$23,065 09  
Fifteen years ago the stock yards of Chicago would hold only 25 car loads of stock, and now hold 2,175 car loads.

#### Railroads in New Jersey.

Notice is given that application will be made to the Legislature for the charter of a railroad from Trenton to a point at or near Flagtown, in Somerset county. Also for a road from Millstone, running near Hopewell, to Pennington, Mercer county. Either of these roads would open a district of country at present remote from railroad facilities, and afford advantages greatly needed, but it is questionable whether either enterprise would prove remunerative. It is also intimated that efforts will be made this winter to extend the Rocky Hill Railroad to the Delaware river, at a point near Lambertsville. Also that the projected Peapack road will be extended so as to connect with the Delaware and Lackawanna road. We also learn that the Central Railroad Company of

New Jersey intend making application to the next Legislature for authority to build a road to Newark.

#### Interesting to Holders of Seven-thirty Notes.

The rapid conversion at the Treasury Department of seven-thirty notes into five twenty bonds is attended with many difficulties on account of the number of lost or stolen seven-thirty notes sent to the Department. Banks and persons dealing in seven-thirties should remember that although all the coupon bonds of the government are issued payable to bearer, so that they will pass by delivering, and are good though lost or stolen when in the hands of a *bona fide* holder, the case is different with the seven-thirties, which are issued in blank, but with the words "order" instead of "or bearer" imprinted on the face. As long as a seven-thirty note remains thus in blank it passes by delivery like a coupon bond; and a *bona fide* purchaser for value can collect the same, notwithstanding it has been lost or stolen. But in case the holder of the seven-thirty fills the blank space with his name, the note then becomes his property payable to him or his order, and he cannot thereafter be deprived of his title by any law or larceny of the note any more than the holder of a check or draft payable to his order; and this is the law, notwithstanding his name may have been so skilfully extracted by acid or otherwise as to leave no trace of the name. If the holder of the note can prove clearly that his name was once written upon the face of the seven-thirty his title is good notwithstanding the erasure, and even against a *bona fide* holder for value received, and will be recognized by the Treasury Department, and upon proof the note will be paid to him. All persons dealing in government securities ought carefully to bear in mind the foregoing peculiarity of seven-thirty notes which may as stated become converted into negotiable securities, payable only to order, which cannot be the case with any of the coupon bonds of the government.

#### Richmond, Fredericksburg and Potomac Railroad.

The income of this company from transportation during the year ending September 30, 1865, was \$402,717 23, and from rents of real estate \$1,015 85, or, in the aggregate, \$404,733 18. This amount exceeds by \$104,277 04, or nearly thirty-five per cent., the greatest income ever received during any year preceding the war, and by over 53 per cent. the average income of the five years from September, 1856, to September, 1860. The aggregate indebtedness of the company is \$215,541 88, not including the \$100,000 eight per cent. bonds issued July, 1865, which are preferred, in accordance with the terms of the loan, above all other kinds of indebtedness. The machinery and equipment of the company, much of which is new, is in good condition.

The New Albany, Ind., Commercial states that there is every prospect of the speedy commencement of work on the Cincinnati, Madison and New Albany Railroad. This company was organized, the route surveyed, and profile and estimates made more than a year ago. The proposed road begins at Lawrenceburg (connecting with the Indianapolis and Cincinnati Railroad), and follows the north bank of the Ohio River through Aurora, Rising Sun, Patriot, Vevay, Madison, Jeffersonville, and terminates at New Albany.

**Manhattan Railway.**

Articles of association have been filed in the office of the Secretary of State at Albany, incorporating the "Manhattan Railway Company." The places from and to which the road is intended to be constructed are the South Ferry and the southerly bank of the Harlem River, near the Croton Aqueduct High Bridge.

The following persons compose the company: Geo. Griswold, Joel Wolfe, Henry A. Smythe, James B. Johnston, W. W. Gilbert, Henry F. Vail, Robert L. Kennedy, Wm. B. Duncan, Geo. A. Thorne, Robt. B. Earle, Wm. Smith, John Thompson, Wm. R. Finch, Thos. Reed, John F. Winslow, John A. Griswold, John P. Yelverton, Asa P. Robinson, Hugh B. Wilson, George L. Morris, E. A. Searle, Chas. F. Munson, John Sedgwick, R. W. Cameron, John N. Hayward, Wm. Fullerton, Wm. Marshall, John V. L. Pruyn.

The said road is intended to be wholly within the county of New York, and from the Battery northward to Sixty-fourth street it is intended to be made and located in a tunnel under and beneath the surface of Broadway.

It is also intended to make two branches from the main line of the said road at the most convenient place or places for such branch roads between the South Ferry and the Harlem River. One branch to terminate at or near the Hudson River Railroad, and the other branch to terminate at or near the New York and Harlem Railroad.

The whole length of the road, as near as may be, is twelve miles.

The amount of capital stock is fixed at \$10,000,000, to be divided into one hundred thousand shares of one hundred dollars each.

The Corinth (Miss.) News states that a contract has been completed for building a railroad from Corinth to Hamburg, on the Tennessee River, a distance of about twenty miles. Cars are to be put on the road in eight months. The railroad from Hamburg to Nashville has been let, and laborers will soon be at work on it. From Hamburg the road passes Mount Pleasant, and will intersect the Decatur and Nashville road at Columbia. This road, when completed, will greatly shorten the distance between Nashville and Memphis. By this route it will be about two hundred and twenty miles. The present traveled route via Decatur is three hundred and ten miles.

The engineer corps of the Baltimore and Ohio Railroad have completed their survey of the contemplated route for the Valley Railroad. The route was found entirely feasible, and there will be no difficulty in establishing the terminus at Salem, as proposed by the charter.

The indebtedness of the Territory of Arizona is stated to be \$17,087 13, about two-thirds of which was created for printing and salaries. The whole amount received for taxes was \$1,155 06, or \$778 94 less than the expenses of the Territorial Treasurer's office.

Another railroad is projected in North Carolina, called the Tarborough and Williamstown. Considerable subscriptions have already been made, and the North Carolina papers judge from the spirit manifested, that the road will undoubtedly be built.

**Middle Creek Railroad.**

The Chief Engineer, F. C. Arms, has just completed the preliminary surveys for this road to Northumberland, Sunbury and the Treverton Bridge. The distance from Lewiston to Sunbury will not exceed forty-seven miles, connecting the Pennsylvania and Mifflin and Central Railroads with four roads at Sunbury, viz: the Northern Central, Philadelphia and Erie, Shamokin Valley, and (virtually) the Lackawanna and Bloomsburg.

**Interest and Dividends.**

The West Jersey Railroad Company have declared a semi-annual dividend of four per cent, free of tax, payable November 30.

The Rockport Railroad Company has declared a semi-annual dividend of 5 per cent.

The Little Miami Railroad Company have declared a dividend of two dollars per share, exclusive of the income tax, payable December 20.

The Governor of Oregon has addressed a special message to the Legislature, recommending legislation to provide for the construction of a railroad through the Willamet Valley, and by way of Oakland, Roseburg, Jacksonville and Yreka, to and connecting with the Central Pacific Railroad in California—thus putting the capital of Oregon in direct communication with San Francisco. A company is ready to build the road if the Legislature will help them.

The new railroad from the head of the canal, two miles above Mauch Chunk, to Easton, Pa., will be 48 miles in length. The company have contracted for steel rails, weighing fifty-six pounds per yard. The road will connect at Easton, with the Morris and Essex, and also with the New Jersey Central Road for New York, and at Bethlehem with the North Pennsylvania Road for Philadelphia.

A West Virginia journal states that the work upon the Laurel Fork and Sand Hill Railroad is progressing at a more favorable rate than could reasonably have been anticipated, and the contractors propose to be ready to surrender the road at a very early day.

The Branch of the Boston, Hartford and Erie Railroad, incorporated May 1, 1849, as the Southbridge and Blackstone Railroad, was completed, and commenced its daily running from Southbridge Centre Village to its junction with the above road at East Thompson, November 9, 1866.

The total receipts into the Treasury of the State of Illinois during the past year were \$1,850,000; disbursements \$1,874,000. The present debt of the State is \$2,282,000; a reduction of \$410,000 within the year.

The San Francisco Central Pacific Railroad will be 54½ miles in length, commencing at Washington, opposite Sacramento, and extending to Benicia. The company was organized on the 29th of September. Capital authorized \$1,500,000.

The formal opening of the bridge across the Susquehanna river, on the Philadelphia, Wilmington and Baltimore Railroad, took place at Havre de Grace on the 26th ult.

W. O. Winston, Esq., of DeKalb county, Ala., has been elected President of the Wills' Valley Railroad Company.

Charles E. Beyers has been appointed Chief Engineer of the Philadelphia and Reading Railroad.

P. V. Daniel, Jr., Esq., has been re-elected President of the Richmond, Fredericksburg and Potomac Railroad Company for the ensuing year.

Robert F. Stockton, has been chosen President of the Delaware and Raritan Canal.

**KASSON & CO.**

COMMISSION MERCHANTS

FOR THE SUPPLY OF

Railroad Iron, Locomotives, Cars, Chairs, Spikes, and R. R. Material OF EVERY DESCRIPTION  
No. 58 Beaver St., New York.  
Proprietors KASSON'S LOCOMOTIVE EXPRESS.

CIRCULAR 22. NOVEMBER 24TH 1866.

**FOR SALE, LOCOMOTIVE ENGINES.**

	Gauge.	Weight.	Diam. Cylinder.	Length Stroke.	Diam. Driver.	No. Drivers.
	ft. in.	tons.	in.	in.	in.	
1 Engine, No. 101.....	4 8½	25	14	22	54	4
1 " " 102.....	4 8½	23	15	20	54	4
1 " " 103.....	4 8½	24	16	20	64	4
1 " " 104.....	4 8½	24	15	20	60	4
1 " " 105.....	4 8½	22	12	22	60	4
1 " " 106.....	4 8½	16	11	24	54	4

No. 101.—Is a first-class Engine, has been thoroughly rebuilt, and will be ready for delivery next month.

No. 102.—Thoroughly overhauled, and put in excellent running condition.

No. 103.—A very serviceable Engine, in good order, cleaned and repainted.

No. 104.—Has new trucks, springs, brasses, crank axle (\$1,050), new jacket, head light, &c., Chilled Tyres, copper tubes (130.)

No. 105.—This Engine was built by DANFORTH, COOK & Co., and has been by them thoroughly overhauled and rebuilt, and is pronounced by them "in first-rate order." Can be had at a BARGAIN.

No. 106.—Good for contractor's work.

All of above will be sold cheap.

KASSON & CO.

N. B. Wanted, all kinds of old and second-hand Locomotives and Cars.

**Pacific Mail Steamship Company's**

THROUGH LINE TO

**CALIFORNIA,**

And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

Dec. 1st—OCEAN QUEEN, Capt. Jeff Maury, to connect with GOLDEN AGE, Capt. Lapidge.

Dec. 11th—HENRY CHAUNCEY, Capt. A. G. Gray, to connect with GOLDEN CITY, Capt. Watkins.

Dec. 21st—RISING STAR, Capt. T. A. Harris to connect with MONTANA, Capt. —

All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS. 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand. Steamer of Dec. 11, 1866, will connect with the first steamer of the Company's China Line, leaving San Francisco Jan 1, 1867, for Hong Kong.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

Sm35 S. K. HOLMAN, Agent.



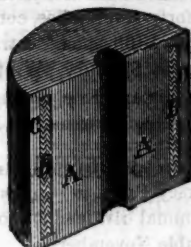
# MANHATTAN RUBBER COMPANY.

## MURPHY'S PATENT INDIA RUBBER CAR SPRING.



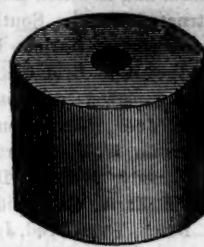
Horizontal Section.

No. 89 Liberty  
Street,  
NEW YORK.



Vertical Section.

No. 50 Milk  
Street,  
BOSTON.



Perspective View.

**A—Rubber of Spring. B—Elastic Fibrous Fabric. C—Rubber protecting the Fabric.**

The undersigned herewith presents to the attention of Railway Companies an **INDIA RUBBER CAR SPRING**, which is a great improvement upon any one now in use. It possesses all the elasticity required, while it cannot be crushed, fractured or changed in form by any degree of pressure to which it is liable to be subjected. The improvement consists mainly in enclosing the body of the spring by a series of layers or strips of fabric made for the purpose, and possessing a degree of elasticity so as to accommodate themselves to any form the spring may take. These layers or strips, in the process of covering the spring, become charged with the rubber, and form a solid mass not inferior in density to the spring itself. They are covered with a thin coating of rubber, so as to protect them from atmospheric action.

The great merit of this spring is its durability, and the fact that it can be used without any of the protections or aids now required to keep the old spring in position and form. It is complete in itself, and unites, in the highest degree, both elasticity and strength.

We invite Railroad Managers to call at our office, No. 89 LIBERTY STREET, N. Y., or 50 MILK ST., Boston, and examine the spring for themselves.

**TIMOTHY CORNWELL, Treasurer.**

### BORDEN & LOVELL,

70 and 71 West Street, New York.

GENERAL AGENTS

Borden Mining Company's

CUMBERLAND COAL.

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

Collins Iron Company,

MANUFACTURERS OF

CHARCOAL PIG IRON,

At MARQUETTE, Michigan.

Numbers one and two are a soft "Gray Iron," strong in the Pig, and when "puddled" for Boiler Plate, Sheet Iron, or Merchant Bar, is equal to Swedes, Russia or Norway Irons.

Number Three, a fine close grain Iron, particularly adapted for "Malleable Castings." Numbers four and five, "Mottled" and "White," when mixed with the "Gray Iron," make superior Car Wheels.

**TENSILE STRENGTH,**

As Compared with other Irons.

FOSTER & WHITNEY, in their Geological Report, published in the United States Senate Documents, Special Session, March, 1861, page 80, say: "To show the comparative quality of this Iron, we give the results of the various experiments of Professor Walter B. Johnson, on the tensile of Bar Iron, from localities both at home and abroad.

	Strength per lb Square Inch.
Iron from Salisbury, Conn.....	58,009
" " Sweden.....	58,184
" " Center Co., Pa.....	59,400
" " McIntyre, Essex Co., N. Y.....	59,962
" " England, (Cable Bolt), E. V.....	59,105
" " Lancaster Co., Pa.....	58,661
" " Russia.....	76,069
" " C. R. Lake Superior.....	59,583

Extract from Letter of Engineer-in-Chief "MARTIN" to the Secretary of the U. S. Navy.

OFFICE OF ENGINEER-IN-CHIEF, }

Washington, Sept. 12, 1855. }

" " " A piece was drawn down to 1 1/4 inch diameter, (round,) made into a chain link, tested in the chain-proving machine, and broke at 169,120 pounds.

(Signed,)

D. B. MARTIN,

Engineer-in-Chief.

YARD: Foot of Catharine St., Brooklyn.

OFFICE: 48 Pine St., New York.

C. A. TROWBRIDGE,

Secretary and General Agent.

### BARSTOW, EDEY & CO.,

**BANKERS and BROKERS**

HAVE REMOVED FROM

No. 30 to No. 36 Broad Street.

OFFICE NO. 16.

**L. S. WATKINS,**

**BANKER,**

AND

DEALER IN ALL CLASSES OF

GOVERNMENT SECURITIES and GOLD,

No. 11 Broad Street,

NEW YORK.

Collections made in all parts of the United States and British Provinces.

**THE UNITED STATES  
STEEL PEN WORKS,**

CAMDEN, N. J.

**THE ESTERBROOK**

**Steel Pen Manufacturing  
COMPANY,**

**WAREHOUSES,** { 51 JOHN STREET, N. Y.  
                          { CAMDEN, NEW JERSEY.  
Samples and prices on application. Lots made to order of any pattern or stamp required.

**CAUTION.**

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

**R. ESTERBROOK & CO.**

**WOOLWORTH & GRAHAM,**

Sole Agents.

### Car Covering or Roofing

**KINGMAN'S CEMENT WITH HEAVY CAN VASS,** used by many roads as a substitute for Car Duck.  
WILLIAMS & PAGE, Boston.  
July 19th, 1865.

### Railway Purchasing Agent.

A PERSON of experience, thoroughly acquainted with the business and markets, desires to form an arrangement with some RAIL ROAD CORPORATION of standing, to act in the capacity of Purchasing Agent. References unexceptionable.  
Address, "H," P. O. Box 5,314, New York City.

### IRON PAINT.

**THE PUREST AND BEST  
Mineral Paint in Market.**

Hudson River Metallic Paint,

**BROWN OXIDE,**

**ORANGE YELLOW,**

**BLACK METALLIC,**

Suitable for all kinds of in and out door work and for all climates.

**WILL NOT BLISTER, CRACK NOR SCALE.**

For sale in quantities from 100 to 300 lbs., or by the Ton. By the Sole Agents,

**L. G. TILLOTSON & CO.,**

Manufacturers and Dealers in  
RAILWAY AND TELEGRAPH SUPPLIES,  
26 Dey St., New York.

### Winslow, Lanier & Co.

**BANKERS.**

Owing to alterations in progress at their late office,

**HAVE REMOVED**

to the Rooms lately occupied by the FOURTH NATIONAL BANK,

**Nos. 27 and 29 Pine Street.**

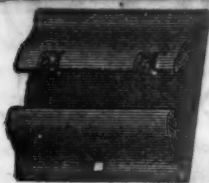
Interest allowed on Deposits. 1m44

OFFICE OF THE NEW YORK CENTRAL R. R. CO.,  
ALBANY, November 1st, 1865.

THE Annual Election for Directors of this Company and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the twelfth) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter.

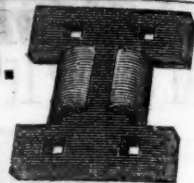
By order of the Board of Directors,  
**ROBERT L. BANKS, Secretary**

5145



# THE CALVERT IRON AND NAIL WORKS CO.

OF BALTIMORE.



MANUFACTURERS OF  
ROLLED CONTINUOUS-LIP RAIL ROAD CHAIRS,  
FORGED SQUARE-LIP SLEEVE & FLANGE CHAIRS,

AND ALL KINDS OF JOINT FASTENINGS AND BOLTS,  
RAIL ROAD, SHIP AND BOAT SPIKES,  
BOILER RIVETS, BRIDGE BOLTS, TRACK-LAYING TOOLS, &c.

These Works have been recently enlarged, and, with new and improved machinery, are prepared to execute orders with despatch.

MARSHALL P. SMITH, Gen'l Sup't.

## PHOENIX IRON COMPANY'S



**SUPERIOR WROUGHT IRON RAILWAY CHAIRS,**

With continuous lips, made to fit exactly the flanges of the rails.

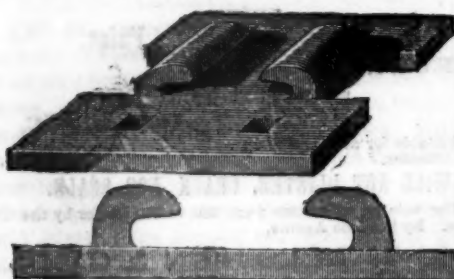
SAML. J. REEVES, V. Pres't,  
410 Walnut st., Philadelphia.

**NEW YORK  
Railroad Chair Works.**

Of which the late J. S. BREESE was Pres't.

JOSIAH S. LEVERETT & CO.,  
SOLE AGENTS,

No. 46 Courtlandt Street, New York.



THIS COMPANY also manufacture RAILROAD, SHIP AND BOAT SPIKES of a Superior quality, which they are prepared to supply at the shortest notice.

**MERCANTILE MUTUAL  
INSURANCE COMPANY.**  
OFFICE, 35 WALL ST., - - NEW YORK.

ASSETS, Jan. 1st, 1866.....\$1,366,699

ORGANIZED APRIL, 1844.

Losses paid to Consumers in Cash, over Eighteen Million Dollars.

For the past nine years the cash dividends paid to Stockholders, made from ONE-THIRD of the net profits, has amounted in the aggregate to

One Hundred and Twenty-one and a half per Ct. Instead of issuing a scrip dividend to dealers, based on the principal that all classes of risk are equally profitable, this Company will hereafter make such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year will be divided to the stockholders.

This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, including Risks on Merchandise of all kinds, Hulls, and Freight, on the most favorable terms.

Policies issued making loss payable in Gold or Currency, at the office in New York; or in Sterling, at the office of Rathbone Bros. & Co. in Liverpool.

ELLWOOD WALTER, President.  
CHAS. NEWCOMB, Vice-President.  
G. J. DESPARI, Secretary.

## GEO. M. FREEMAN. Solid Emery Vulcanite. RAILROAD SUPPLIES,

No. 125 WALNUT STREET,  
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,

MACHINERY AND MACHINISTS' TOOLS,  
MINERS' TOOLS, ETC.

COTTON WASTE.

WHITE AND YELLOW CAR GREASE,  
LOCOMOTIVE BRASS WORK,

Baggage Checks, Barrows, etc., etc.,

RAILROAD LANTERNS, SIGNAL LIGHTS,  
STEAM GAUGES, COCKS AND WHISTLES,  
INDIA RUBBER HOSE PACKINGS, ETC.

LANTERNS OF ALL DESCRIPTIONS,  
ENGINE, STATION, AND SIGNAL BELLS,

Superior Car Upholstery, etc.

AGENCY OF THE KEROSENE OIL COMPANY.

Orders solicited, promptly filled, and forwarded with despatch and care at the manufacturers' lowest prices.

## BRIDGES & LANE, MANUFACTURERS AND DEALERS IN RAILROAD AND CAR FINDINGS AND MACHINERY

OF EVERY DESCRIPTION,

50 COURTLANDT,

Corner of Greenwich st., NEW YORK

RAILROAD AXLES, WHEELS AND CHAIRS,  
SPIKES, BOLTS, NUTS, WASHERS,  
CAR, SHIP AND BRIDGE BOLTS,  
IRON FORGINGS OF VARIOUS KINDS, ETC., ETC.  
STEEL AND RUBBER SPRINGS,  
LOCOMOTIVE AND HAND LANTERNS,  
PORTABLE FORGES AND JACK SCREWS,  
COTTON DUCK FOR CAR COVERS,  
BRASS AND SILVER TRIMMINGS.

Also, Sole Agents for the Manufacturers of Car Head Linings  
Orders for the purchase of goods on commission, aside from our regular business, respectfully solicited.

ALBERT BRIDGES. JOEL C. LANE.

20,000

## Phoenix Railroad Chairs

FOR SALE.

To Suit a 50 to 52 lb. T. Rail,

ERIE PATTERN.

POWLE & CO.,  
70 Broadway.

WE are now manufacturing wheels of this remarkable substance for cutting, grinding and polishing metals, that will outwear hundreds of the kind commonly used, and will do a much greater amount of work in the same time, and more efficiently. All interested can see them in operation at our warehouse, or circulars describing them will be furnished by mail.

NEW YORK BELTING AND PACKING Co.,  
Nos. 37 and 38 Park Row, New York.

## MACHINE BELTING, STEAM PACKING, ENGINE HOSE.

THE superiority of these articles, manufactured of vulcanized rubber, is established. Every belt will be warranted superior to leather, at one-third less price. The Steam Packing is made in every variety, and warranted to stand 300 degrees of heat. The Hose never needs oiling, and is warranted to stand any required pressure, together with all varieties of rubber adapted to mechanical purposes. Directions, prices, &c., can be obtained by mail or otherwise at our warehouse.

NEW YORK BELTING AND PACKING Co.,  
JOHN H. CHEEVER, Treasurer,  
Nos. 37 and 38 Park Row, New York.

## THE WOODWARD STEAM PUMP MANUFACTURING CO.

MANUFACTURERS OF THE

Woodward Patent Improved Safety

## Steam Pump & Fire Engine

AND

STEAM, WATER AND GAS FITTINGS  
OF ALL KINDS.

Also, Wholesale and Retail Dealers in WROUGHT

IRON PIPE, BOILER TUBES, ETC.,

WOODWARD BUILDING,

Nos. 76 & 78 Centre street,

Corner of Worth Street, NEW YORK.

GEO. M. WOODWARD, Pres't.

## To Railroad Companies.

FIDELITY INSURANCE COMPANY,  
170 Broadway, New York.

THIS COMPANY WILL GUARANTEE THE HONESTY OF TICKET AGENTS AND OTHER EMPLOYEES OF RAILROAD COMPANIES.

TRUSTEES.

Shepherd Knapp,	Wm. A. Wheelock,	Clinton Gilbert,
Treadwell Ketcham,	F. T. Aschman,	Geo. Ellis,
Francis Brown,	John P. White,	C. P. Hemmenway
G. J. Forrest,	Henry L. Pierson,	Frank Vincent,
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SHEPHERD KNAPP, President.  
E. C. DELAVAN, Treasurer.  
GEO. W. PRATT, General Agent.

6m30